

# LESLIE'S WEEKLY

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APPALLING RUIN IN ST. PIERRE BY THE VOLCANIC OUTBURST.  
FIRST PHOTOGRAPH OF THE WRECKED CATHEDRAL, WHERE THOUSANDS WHO FLED FOR SAFETY PERISHED.—TAKEN  
THREE DAYS AFTER MONT PELÉE'S ERUPTION.—*Photograph, copyrighted, by the Press Publishing Company, 1902.*



# LESLIE'S WEEKLY

THE OLDEST ILLUSTRATED WEEKLY IN THE UNITED STATES

THE TWENTIETH CENTURY RECORD OF CURRENT EVENTS

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Thursday, May 29, 1902

## MEND THE LINK



## A Prosperous Nation Needs Ships.

Specially contributed article to "Leslie's Weekly."



THE HON. EUGENE T.  
CHAMBERLAIN,  
Com. of Navigation.

IN HIS last great speech at Buffalo President McKinley dwelt upon several lines of policy which he declared the nation should pursue in the future, and one of these was the development of our merchant marine, and President Roosevelt, since his accession to office, has affirmed his adherence to the same view. The policy thus declared refers particularly to ships on the ocean engaged in foreign trade.

American shipping, in this sense, is a national institution; or, as affirmed by our Supreme Court, "a national service." The American ship not only carries the country's flag, but for the time being and to the extent of its deck, actually extends national territory up to the jurisdiction of the foreign nation in whose harbor it anchors. Exports, such as corn, cattle, steel beams, sewing machines, and bicycles, forthwith become merged into the things of the foreign country into which they are sent. Outside of American books—encouraged by national and international copyright—I recall no thing, except the American ship, which takes with it to foreign territory its American nationality and keeps it.

It is both narrow and incorrect, therefore, to put any project to develop American shipping on the same plane as a bill to establish the tin-plate industry, or to promote the importation of cheaper woolen clothing, or to encourage the exportation of dairy products. All of these will concern special industries, and only indirectly and remotely affect the general growth. The development of shipping is primarily national. Even in secondary results, it reaches directly many more forms of human activity—of which shipbuilding is but one—than any other industry now recalled.

The influence of Great Britain in shaping the world's history and growth—an influence entirely out of proportion to her population and natural resources—has radiated through her merchant shipping. Through it the English language and Anglo-Saxon ideals and methods have pervaded the world. We have only lately come to the last chapter in the history of an earlier dominion over the world which Spain held by virtue of her navigators and her ships. "Our future lies on the sea," the watchword of the Kaiser, tersely expresses the laudable ambition of Germany to attain leadership among nations. It is not an unworthy ambition to aspire to be the most powerful nation in the world, the most pervasive influence in shaping mankind's future. It is a proper ambition for Americans to entertain at the beginning of the twentieth century.

If, as we believe, our national ideals and purposes are pure and elevated, the extension of American shipping will carry with it not merely an increase of trade and an increase of wealth, but also an expansion of forces working for the general welfare of the world. Like other nations, we are now sending our war-ships to foreign ports "to show the flag." The propriety of this course does not admit of question. The flag above the muzzles of steel guns, however, cannot, consistently with our purposes or our industrial rank, continue to be the only display of American colors in foreign ports. Even army transports and navy colliers, peaceful in their way, will hardly suffice as our permanent representation on the sea.

What may be termed our industrial independence happens to have been attained almost simultaneously with the acquisition of Hawaii, Porto Rico, and the Philippines, and our inevitable appearance in the com-

Continued on page 516.

## A New Power.

IT MAY be said without boasting that if America is large and expansive in a territorial and commercial sense, a big country, as the phrase goes, big in its actual achievements and greater still in the things it hopes and expects to achieve in the immediate future, it is equally big in its humanities and philanthropies; large of heart as well as of head and spirit.

It has not needed such an awful calamity as that which has befallen the Caribbean islands to bring forth a demonstration of this fact, although that unparalleled disaster has served to accentuate it. The American people have ever been quickly responsive to every cry of human need. It has ever been so in the past and will continue thus in the future, as long as the American people are true to themselves and to the principles of justice and humanity which lie at the basis of their free institutions.

But the appalling disaster at St. Pierre has also served to emphasize another fact, viz., that the extension of American power and influence in the distant parts of the earth has also widened the range of our duties and obligations to our fellow-men. "New occasions" have brought "new duties" not only of a political and commercial character, but also of a humanitarian and benevolent nature. By territorial enlargement we have become, in a sense hitherto unknown, near neighbors to the people of every land, and thus into bonds of closer sympathy and fellowship with them in their calamities as well as in their joys and prosperities. Had such a calamity as that at St. Pierre happened eight or ten years ago no doubt America would have been as instant in relief measures then as now, but it is quite conceivable that our recent acquisitions in the neighborhood of the stricken island, at Porto Rico and St. Thomas, have unconsciously stimulated the flow of American beneficence and greatly enlarged its volume. The motives have been purely unselfish and disinterested, but the spirit of the gift, more than on any other like occasion, has been that of the neighbor, the friend at hand, moved to compassion and helpfulness by a spectacle of sorrow and suffering.

May not this frightful and cataclysmic event therefore serve to teach us, in a new, nobler, and higher sense than anything else could do, our new attitude before the world, our new place in the circle of the nations; that these larger and more wonderful opportunities have come to us not primarily, if at all, for self-aggrandizement, for enrichment in purse or political prestige, but for leadership, for teaching, by example and precept, the sweeter, happier, loftier things that go with a free government, true enlightenment, and the noblest civilization. We must realize this more and more as new occasions rise, whether it be in a day of grief and horror as now at St. Pierre, or a day of hope and gladness such as the coming coronation in England. In the one case it is both our duty and our privilege as a great and growing world-power to give quickly, generously, and unhesitatingly of our substance for the relief of our stricken fellow-men, and in the other it is no less our duty and privilege to join as a nation, through our chosen representatives, in the rejoicings and congratulations of the people of all nations who gather to witness the crowning of England's King. We have every reason to rejoice, therefore, that one of our ablest and most distinguished public men, the Hon. Whitelaw Reid, has been chosen as the special envoy of the United States, on this occasion of world-wide interest.

## Building Up the Navy.

WE BELIEVE that there will be no disposition in respectable quarter to question the economical wisdom and provident foresight of the naval programme for 1903, as presented in the Naval Appropriation bill and the accompanying report by Chairman Foss of the House Naval Committee, although it carries with it an appropriation of \$77,659,386, provides for an increase of five hundred cadets at the Naval Academy, makes a special appropriation for building war-ships in government navy yards, and makes various recommendations and suggestions for an enlargement of our naval force and equipment which will entail a heavy expenditure for years to come.

The committee is entirely right in believing that this programme, making a substantial and healthy increase of our navy, is "one which will meet everywhere with popular favor." Even those who are committed against "expansion" in any other direction will admit the necessity and practical sense of putting our navy on a footing commensurate with our national resources, our increasing responsibilities and actual needs. The government committed itself to this policy at the close of the Spanish-American war, partly as a result of conditions disclosed by that struggle, and partly as the outcome of convictions entertained by our naval officials long before that conflict came to confirm them.

The committee does well to point out that despite the fact that we have built and are building, all told, one hundred and thirty-eight war-ships of various kinds, yet comparatively few of them have any real fighting value. Our naval prowess lies almost entirely in our eighteen battle-ships, eight armored cruisers, and twenty-one protected cruisers. The rest of our ships would cut but little figure in actual war. Ships of the battle line practically alone determine the naval strength of a nation, and it is just here that our naval force is now deficient. To supply the deficiency the committee recommends the construction of two first-class battle-ships carrying the heaviest armor and most powerful ordnance for vessels of their class, two first-class armored cruisers, and two gunboats, the

six having a total tonnage of 63,000 tons and to cost about \$29,500,000.

Surely this increase is entirely warrantable in view of the fact that when these additions are made to our navy we shall then have only twenty battle-ships and ten armored cruisers, whereas Germany, for example, has thirty-eight and fourteen of these classes of vessels respectively, while Great Britain has fifty-six battle-ships of the first class and twenty-five armored cruisers, and is preparing to build more and larger vessels of every type. With the proposed enlargement our navy will, in fact, not equal that of France, so far as the number of high-class vessels is concerned. While the necessity does not exist for our keeping up a naval force like that of Great Britain, which by virtue of its position among the nations must rely chiefly upon its naval power, the extension of our territory in distant parts and the growth of our foreign commerce both justify and demand a policy of naval construction founded on broad, generous lines.

The programme for 1903 is excellent for a beginning, but it is only a beginning of the larger things that should come in the near future.

## The Plain Truth.

OVER AGAINST the startling disclosures of rascality and corruption among municipal officials in Philadelphia, Buffalo, St. Louis, and other American cities, which have shocked the country during the past few months, we have the substantial encouragement and the hope for better things inspired by such a review of municipal progress for the past year as that presented by Secretary Clinton Rogers Woodruff before the National Municipal League at its recent meeting in Boston. In Mr. Woodruff's view the concrete achievements of the past year in municipal betterment have been more numerous and far-reaching than in any preceding one. More significant and encouraging than anything else, in his opinion, are the growing interest of the masses in municipal reform, the disposition to ignore party lines in such contests, and the increased favor with which the merit system of appointments to office is regarded in municipal circles. These tendencies are apparent to every student of current affairs, and they afford ground for the belief that we are on the eve of a brighter and better era in municipal government in America.

IT IS surprising to find so well-informed and usually careful a writer as Mr. Poultney Bigelow indulging in such arrant nonsense as we find credited to him in the *London Morning Post*, in which he intimates that the real and ultimate object of Prince Henry's visit to the United States was to form a nucleus here for a German state. That intimation might do very well for the coming "silly season" of sea-serpent stories and other sensations, but for the present time it is too thin and idle a tale even to provoke a smile. Equally unfounded are Mr. Bigelow's accompanying remarks to the effect that German emigrants to this country are "actuated almost entirely by a desire for pecuniary gain," and that when the desire is accomplished they return to the fatherland. This is true of the Chinese, the Italians, and a few other nationalities, but it is not true of the Germans. We believe that an investigation of this matter would show that the number of Germans returning from America to their home land for permanent residence is as small proportionately as of any other nationality coming to our shores. Our German element generally constitutes a thrifty, industrious, and highly intelligent class of people, and the vast majority of them find the atmosphere of America too conducive to their peace, happiness, and prosperity to admit of their returning to the fatherland, dear as that country may be to them in many ways. The Germans are not guided by sentiment as much as some other people, but more by considerations of a practical and material character, a fact which has a direct bearing in this connection.

A HAPPY conception happily executed was the recent "Good Cheer" number of the *Congregationalist*, in which the editors of that excellent paper, together with a large number of notable men and women, including Edward Everett Hale, Hon. John D. Long, Julia Ward Howe, and Henry Van Dyke, united in telling the whys and wherefores of their belief that the world, on the whole, is a good place to live in, and that it is growing better all the while. We do not know where an unequal volume of condensed sunshine and sententious wisdom such as that gathered up in this number of the *Congregationalist* can be found, and it ought to be laid by for ready reference as an antidote in hours of gloom and depression. In the messages of hope and cheer from representatives of various professions, journalism finds an able exponent in Mr. Edward P. Clark, of the *New York Evening Post*, who sees a silver lining even in the cloud of so-called "yellow" journals, since these wield their power "in the majority of cases against rascals and steals." He also calls attention to the notable fact that "during the recent discussion of Sunday liquor-selling in New York City, while teachers of ethical culture and evangelical clergymen advocated a relaxation of the law, in order that the laborer might enjoy the 'poor man's club' on his day of rest," it was one of the class of newspapers just referred to that earnestly opposed the scheme, on the ground that Sunday opening of saloons would be a blow at that family life which is the only sound basis of society. As regards adherence to moral standards and independence in the treatment of public affairs, Mr. Clark is of the opinion that the tendency and practice are in the right direction. And most observant and unprejudiced persons will agree, we think, that Mr. Clark has cast the horoscope of modern journalism on just and correct principles.



## PEOPLE TALKED ABOUT

**C**OLONEL D. B. DYER, of Augusta, Ga., has the distinction of being the only Republican who has ever been on the staff of a Democratic Governor in Georgia. Colonel Dyer, who is the Southern representative of the Jarvis-Conklin Syndicate, and president of the street railway and electric company of Augusta, is a Republican in national affairs, but his popularity in Georgia is such that when Governor Candler was selecting the "colonels," who are indispensable on all social affairs of state, "the man from Kansas" was made one of his aids. Colonel Dyer owns Chateau le Vert, the home of the famous



COLONEL D. B. DYER,  
The Republican whom a Southern  
Democrat honored.—Hall.

Madame le Vert, and he has filled it with an almost priceless collection of ante-bellum furnishings. In his music room is a spinnet over a hundred years old, an old Stradivarius, and a music-box wonderfully inlaid with gold and mother-of-pearl. His buffet shows a silver service presented to Madame le Vert by Lafayette, a huge, heavily carved loving-cup with the royal coat-of-arms and monogram of the Czar of Russia, presented to Governor Pickens, of South Carolina, by Alexander, and a wonderful collection of cut-glass decanters and toddy tumblers that were used by Southern planters of ante-bellum times. He has a rare collection of miniatures and jeweled snuff-boxes, each of which could tell a tale of famous belles and court gallants. But Colonel Dyer's love of curios is not confined to things of bygone days, for his collection of Indian relics, which took the first prize at the world's fair at Chicago, and which is now on exhibition in the public library at Kansas City, is the finest private collection in the world.

**A** WRITER in the *St. James Budget* has some pleasing anecdotes to tell illustrative of Queen Alexandra's kindness toward animals, a feeling which she, happily, has the good sense as well as the authority to express in various practical and helpful ways. It was through her thoughtfulness that notices have been posted in many London omnibuses requesting passengers not to require the complete stoppage of the vehicle more often than is absolutely necessary, and thus to relieve the horses as much as possible of the tremendous strain of re-starting. Her Majesty has now turned her thoughts to the cab horses of London, and has had sent from her native country to London some specimens of a light stand which is commonly used in Copenhagen for supporting the horse-bags of horses so that they may take their casual feed in greater comfort than is possible when the bag is suspended from their heads. These little trestle tables are extremely light and easily folded and stowed away under the seat of the cab when not in use.

**T**HE NAME of Mr. Henry S. Bisbing, the wonderful painter of cows, is the latest addition to the long list of



MR. HENRY S. BISBING,  
The American artist who has won success abroad.

American names on the roll of the Legion of Honor of the French government. Mr. Bisbing's landscapes have been a welcome feature in the salons and expositions of works of art in Paris for several years, and he no doubt would have received the decoration years ago but for his characteristic modesty. He has paid particular attention to studying nature and transferring what he has learned to canvas, and seems much more concerned about getting the correct color-value in his clouds and scenery than about the color of the ribbon he is entitled to wear in his buttonhole. Mr. Bisbing has made his home in Paris for many years and his studio in the Rue des Martyrs is a well-known rendezvous of Americans, aside from the artists, with whom he is a general favorite. Our photograph shows the artist at work with the unfinished salon picture on the easel. Mr. Bisbing is also

an excellent photographer, and during the summer puts in full time in the fields with a camera, taking snap-shots of animals and preparing material for studio work during the winter.

**S**OME FRESH and interesting anecdotes of the famous Sherman family of Ohio are given in John Russell Young's recent volume of recollections. It seems that William, the soldier of the family, was not altogether pleased at first with the political aspirations of his brother John. A letter which William wrote to his brother is quoted which would seem to show this dislike emphatically. "What are you doing," he wrote, "stump speaking? I really thought you were too decent for that." Young says that he once complimented General Sherman upon the honors that had fallen upon the family name. "Yes," said the old veteran, "John has done well. I do not complain of fortune. But the biggest and best of the Shermans was my brother Jim. If he had lived the rest of us would have been in the shade."

**E**UROPE HAS two great coronation events this year, and the "Old King," Edward of England, and the "Young King," Alfonso of Spain, formally and officially assume control of their dominions. King Alfonso is the youngest monarch of Europe. The world will watch with sympathetic interest the career of this young man, who comes into his regal inheritance at a time when his country is depressed and many of his subjects, encouraged by revolutionary leaders, are muttering against the throne. An interesting incident of the coronation of King Alfonso,



ALFONSO XIII. OF SPAIN,  
The youngest monarch in Europe.

in view of the recent war between the United States and Spain, was the exceedingly pleasant reception given by the young King and his royal mother, the Queen Regent, to the American representative, Dr. Curry, who bore the hearty greetings and good wishes of the American people expressed in a message by President Roosevelt. The young King of Spain is a well grown youth, as tall as his mother, but exceedingly boyish in appearance. He is alert, self-possessed, and easy in his manners and intelligent in his speech.

**I**N NO ONE of the learned professions is the average pay received so low as that of the clergy. Considering the amount of preparation now required of candidates for the ministry in nearly all denominations, and the increasing insistence of the laity that the men who fill their pulpits shall be persons of superior powers and attainments, the amount of compensation generally accorded for such service is distressingly meagre and inadequate. In one of the leading denominations the average salary paid to pastors is only \$600 per year, and in another flourishing denomination the average sinks to \$450. It is not surprising that both of these denominations, and others, find it necessary to create a pension fund on which their ministers are obliged to depend for their partial or entire support when they become incapacitated for further service by age or infirmity. All these facts and conditions impart a special significance to the recent action of Rev. Dr. David Gregg, pastor of the Lafayette Avenue Presbyterian Church of Brooklyn, in voluntarily asking for a reduction of his salary from \$10,000 to \$8,000 a year. It is true that a salary at either one of these figures seems large in comparison with the averages we have named, but neither is too much, one might justly suppose, for a large and flourishing metropolitan church to pay, nor for a pastor to receive, where the cost of living is high and the demands upon him are so many and so exacting. Dr. Gregg, however, felt that he was receiving more than the church could well afford to pay, in view of other demands upon it, and he therefore proposed the reduction. Dr. Gregg came to the Lafayette Avenue church thirteen years ago as the successor of the beloved and distinguished

Dr. Theodore Cuyler. He is a native of Pittsburg and a graduate of Washington and Jefferson College. In addition to his pastoral work in various prominent churches Dr. Gregg has seen thirteen years of useful service as the editor of a Presbyterian journal and has also written a number of successful religious books.

**"WE NOW** turn to a great and noble woman," says Mr. Reginald Turner in his interesting article in the *Temple Magazine*, entitled "At Work at Eighty and Ninety," the woman of whom the King, when Prince of Wales, once said, "Next to my own mother, she is the most remarkable woman in England." Few will care to dispute this dictum, or deny that the Baroness Burdett-Coutts is as good as she is clever. Although eighty-seven years of age she still takes a share in the control of a great banking business, and it requires a wise head, to say nothing of a philanthropic heart, to distribute over a million pounds in charities, as she has done. Throughout her long life she has endeared herself to all classes, and no act of the late Queen was more popular than when she conferred a peerage upon Miss Coutts, a very rare honor, indeed, for a woman to receive. "To this day the costermongers look upon her as one of their best friends, for did she not come to their rescue, putting them on a firm financial basis with a money club from which they could obtain loans for the purchase of barrows, repayment to be made at the rate of a shilling a week, the very amount demanded of them by money-makers for hire alone? No one will ever know all that this one woman has done for suffering humanity. And when the costers' trade was threatened she again came forward as their champion, and with her own counsel fought their case and won it." Throughout the cholera epidemic, and in the terrible winter of 1861, she relieved the suffering people by the expenditure of large sums, and by personal supervision of the distribution of the necessities purchased. She has been, and still is, an example to those who have riches, for, good herself, she has been the cause of good in others.



THE BARONESS BURDETT-COUTTS,  
The most remarkable woman in Eng-  
land.—Elliott & Fry.

**O**NE OF THE best of the many story-tellers in the South, a section prolific in raconteurs of the first order, is ex-Senator B. F. Jonas. In a recent lecture before the students of Tulare University, Senator Jonas indulged in some entertaining reminiscences of his former associates at Washington, among these being Senator Thurman, of Indiana. Senator Thurman took snuff, and was famous for his bandana handkerchief, with which he used frequently to blow his nose very loudly, especially before he began a speech. Senator Davis, of West Virginia, had risen from the position of a brakeman to that of a brilliant Senator and wealthy man, and one day he was taking a nap in the cloak-room when Senator Thurman cleared his nose for a speech. Mr. Davis jumped up in his slumber and began reaching around for the brakes, under the evident impression that he had heard the warning toot of a locomotive.

**I**T WAS Mr. Julian Story, husband of Emma Eames, who painted the portrait of Lieutenant Roberts, killed on the Tugela, and which was presented to Lord Roberts by popular subscription. The general visited Mr. Story's studio in Linden Gardens to sit for the eyes, which resembled in color those of his son. When Lord Roberts entered the room he was faced by the closest reminders of the boy that had been his hope—his uniform, the Victoria Cross that had been pinned on his breast after he was dead, and the sword that a soldier-godfather had given him. The saddened man allowed himself a glance at these reminders that must have pierced his heart, and then walked quickly to the far end of the studio. For a few minutes he remained silent, his gray-blue eyes fixed on vacancy. In those minutes he had fought it out. When he spoke it was without any trace of emotion, calmly, and on general topics. He had seen others give up their best in silence; he had learned to do the same himself.



JULIAN STORY,  
Husband of Emma Eames.





ENGLISH RESCUE PARTY FROM BARBADOES FINDING THE FIRST VICTIM AMONG HEAPS OF ST. PIERRE RUINS.



SIXTEEN VICTIMS OF THE VOLCANO'S FIERY BLAST WHO DIED TOGETHER AND WERE FOUND IN ONE OF THE STREETS IN THE HEART OF ST. PIERRE.

### HOW THE DEAD WERE HEAPED IN ST. PIERRE'S STREETS.

BODIES, CHARRED AND DISTORTED, FOUND AMONG THE RUINS ON EVERY HAND.—Photograph, copyrighted, by the Press Publishing Company, 1902.





INTERIOR OF THE ENGLISH COLONIAL BANK, THE FLOOR COVERED WITH LAVA AND MOLTEN METAL—A TWISTED IRON BEDSTEAD FALLEN FROM A ROOM ABOVE.



VAULT OF COLONIAL BANK, WHICH REMAINED INTACT THROUGH ALL THE DEVASTATION.



VIEW ALONG THE SHORE IN ST. PIERRE, WHERE SCORCHED AND SMOULDERING DEBRIS COVER THOUSANDS OF CHARRED AND BLACKENED HUMAN BODIES.

HAVOC AND RUIN MARK THE SITE OF ST. PIERRE.  
SWEPT BY HURRICANE AND BURIED IN MOLTEN LAVA, LITTLE REMAINS BUT SHAPELESS RUINS OF THE MOST SUBSTANTIAL STRUCTURES.—*Photograph, copyrighted, by the Press Publishing Company, 1902.*



# A Year of American Shipbuilding

By Alexander R. Smith, Expert Special Agent of the Census Bureau



A. R. SMITH,  
Of the Maritime Exchange.

BELOW is published, for the first time, the introductory part of the report for the twelfth census (1900) on the shipbuilding industry of the United States, as prepared by Expert Special Agent of the Census Bureau Alexander R. Smith. The portion of the report appearing below deals more largely with the constructions in American shipyards for the foreign trade, and is of special interest at this time.

**THE GROWTH** of the shipbuilding industry in the United States during the past ten years, as shown by the census reports, exceeds that of any preceding decade, and the tonnage constructed during the census year ending May 31st, 1900, was greater than during any

preceding year in the history of the United States, with the possible exceptions of 1854 and 1855. Although in other countries iron and steel long ago largely superseded wood as the chief material used in the construction of ships, the census statistics show that it was not until the last decade that metal shipbuilding attained proportions greater than wooden in the private shipyards of the United States.

This substitution of iron and steel for wood has wrought a revolution in the shipbuilding industry in the United States. The zenith of American shipbuilding, judged by the tonnage annually added to the merchant marine, was reached during the decade between 1850 and 1860. At that time the superiority of ships built in the United States for endurance, speed, and safety was conceded. It was the era of the American clipper. This class of wooden sailing ships commanded higher freight rates, even in Liverpool and London, than British ships, and insurance rates on American vessels and their cargoes were lower than on foreign ships. These advantages placed the United States in the very front rank in international trade-carrying competition. This prestige had been increasing ever since the successes achieved by the United States in the carrying trade during the Napoleonic wars.

One remarkable feature of the growth of the industry during the past decade is the fact that the product of merchant vessels has been so largely absorbed and employed in the domestic commerce of the country. Up to the time of the Civil War the tonnage of vessels constructed in American shipyards for the foreign trade compared favorably with that for the domestic trade; and, indeed, the progress and prosperity of the industry rested largely upon the demands for vessels for foreign commerce. This is no longer true. Comparatively few vessels for foreign trade are now built in American shipyards. But in the meantime the enormous growth of internal commerce, together with the opportunities afforded by the extensive coast line of the United States, the Great Lakes, and the navigable rivers, which in many cases have been so deepened, at an expense reaching into hundreds of millions of dollars, as to accommodate the passage of the largest vessels, has greatly developed the demand for vessels in the domestic trade. This has not only kept alive our shipbuilding industry, but constitutes also, in large part, the foundation upon which it has expanded. Another important element in the growth of the industry has been the demand of the government for a new navy constructed in home shipyards.

During the last four decades, therefore, the stability of the industry in the United States has rested almost wholly upon the domestic or coastwise trade, the vessels constructed for foreign trade representing but a small proportion of the entire output of our shipyards. Whether or not this is due to the fact that the domestic water-borne commerce of the United States has by law been restricted to vessels built in the United States need not here be discussed. These restrictions have existed since the foundation of the government, at first by statutory discriminations in favor of home vessels which practically excluded foreign tonnage, and ever since the early part of the nineteenth century by statutory prohibition. Under such restrictions shipbuilding for the internal commerce of the United States has grown and prospered. On the other hand, in the foreign trade, to which foreign vessels for many years have been admitted upon terms of perfect equality with those of the United States, the foreign tonnage has maintained an almost constant increase, while the domestic tonnage has steadily diminished.

The completeness of the decline of American shipping in the foreign trade may be briefly illustrated by quotations from the statistical history of the growth of the foreign commerce of the United States, showing the share taken in its carriage by American ships in the earlier years compared with the present time. In 1826 American vessels carried 92.5 per cent. of the foreign commerce of the United States, the value of which was \$150,331,636, while in 1900 they carried 9.3 per cent., the value of which was \$195,083,155, an increase in value of only 29.5 per cent. in seventy-four years. In 1826 foreign vessels carried 7.5 per cent. of our foreign commerce, valued

at \$12,238,163, while in 1900 they carried 90.7 per cent., valued at \$1,894,445,461, an enormous increase in seventy-four years.

The returns for the twelfth census show that the vessels of all kinds—sail and steam, steel and wood, including barges and canal boats—constructed in the shipyards of the United States in 1900 numbered 2,087, with a gross tonnage of 687,681 tons. The report of the commissioner of navigation for 1900 shows that 88 American-built vessels, with a total of 29,069 gross tons, were registered for the foreign trade. This tonnage constitutes only 4.2 per cent. of the total product turned out by American shipyards in 1900, hardly equivalent to a half month's construction. Reports of the commissioner of navigation show further that during the ten years ending with 1900, 206,771 tons of vessels built in the United States were registered for the foreign trade, a total that is equal to only 30.1 per cent. of the tonnage constructed in shipyards of the United States for all purposes in the year 1900; that is to say, in less than four months of 1900 as much tonnage was built in American shipyards for all trades as was built in those shipyards for foreign trade during the entire ten years ending with 1900.

It would be conservative to state that fully 5,000,000 tons of shipping are now required for the carriage of our entire foreign commerce. Toward supplying that need home shipyards, as we have seen, contributed only 29,069 tons during the census year of 1900, and only 206,771 tons during the entire ten years ending with 1900. At the rate of construction in 1900 one hundred and seventy-two years would elapse before enough tonnage would be built for the present needs of our foreign trade. The average life of a ship is commonly computed at ten years, taking into account losses, accidents, and deterioration. But allowing twenty years as the average life of a modern steel steamship, at the present rate of construction for foreign trade over eight years would elapse before enough ships would be constructed to provide for the average losses of one year. In Great Britain, in 1899, steel steamships to the number of 567 were constructed, the tonnage of which aggregated 1,341,425, while in the United States 123 steel steam vessels, aggregating 237,379 gross tons, were constructed for all kinds of trade, inland, coastwise, and foreign. As a matter of fact, only one steel steam vessel, of 1,771 tons, was built in the United States during 1900 for the foreign trade. On the Great Lakes alone vessels aggregating 111,241 gross tons were built in 1900, or 16.2 per cent. of the total tonnage built during that year in the United States, while the tonnage built under register, as previously stated, constituted but 4.2 per cent. of the total tonnage, or 26.1 per cent. of that constructed for the traffic of the Great Lakes. In number of tons, the merchandise moved annually upon the Great Lakes approximates very closely to the merchandise imported into and exported from the United States, but the distance it is carried is very much less. For this reason the commerce of the Great Lakes can be carried by use of a tonnage approximately one-third as large as is necessary for the carriage of our foreign commerce. And yet, notwithstanding the smaller requirements of the traffic on the Great Lakes, the tonnage built for that traffic in 1900 was nearly four times that built for foreign trade.

During the past ten years vessels of foreign construction, including Hawaiian tonnage and vessels captured from Spain, aggregating 134,859 tons, were admitted to American registry, a total equal to 65.2 per cent. of the tonnage constructed in domestic shipyards for the foreign trade during the same period.

In 1890 the American tonnage under register, in our foreign trade, amounted to 946,695 tons, since which time 206,771 tons have been built in the United States and documented under register, and 134,859 tons of foreign-built vessels have been granted American registry. This would have made a total of 1,288,325 tons in 1900 had none gone out of existence. But in 1900 the tonnage under American registry was only 826,694, showing a loss of 461,631 tons during the ten years. This shrinkage is more than twice as much as the total new registered tonnage built in the United States during the decade. This indicates how hopeless, under present conditions, are the prospects of the shipyards of the United States maintaining even the present tonnage in the foreign carrying trade, to say nothing of providing the additional tonnage made necessary by the growth and volume of foreign commerce. An idea of the extent of this growth may be obtained from a study of the statistics of tonnage of foreign commerce entering at and clearing from the seaports of the United States in 1890 and 1900. In 1890 the tonnage of American and foreign vessels entering the seaports of the United States from foreign ports was 15,365,604 tons; in 1900 it was 23,533,597 tons, an increase of 8,167,993 tons, or 53.2 per cent. in ten years. The tonnage of clearances in the foreign trade is approximately that of entries, and consequently shows about the same percentage of increase.

The domestic water-borne traffic of the United States is confined to vessels constructed and owned in the United States, and the growth of shipping in the domestic trade seems to be all that can be desired. The improvements of rivers and harbors have, during the last decade especially, proceeded upon an enormous scale, with promise of continuance. These improvements make possible the use of craft of constantly increasing size; and, freight rates being gradually decreased, the effect is inevitably

stimulating upon the growth of domestic water-borne commerce.

This growth assures to shipbuilders of the United States a steady demand for vessels adapted to the needs of domestic traffic. The recent territorial acquisitions of the United States, extending to the West Indies and the islands of the Pacific, our trade with which must be confined to vessels built in the United States, hold promise to shipbuilders of a demand for ocean-going vessels adapted to the trade requirements and harbor facilities of the ports of these possessions. Moreover, it is likely that the future growth of the navy will afford employment for many shipyards. Its growth during the past twenty years accounts, in very large degree, for the establishment of new and entirely up-to-date plants and the re-equipment of old plants with the modern facilities required for the construction of high-class naval vessels. These establishments are also prepared to enter upon the construction of vessels of any size or type for any trade; and the grade of work and fineness of finish demanded by the specifications for our war-ships and insured by the thorough inspection under which they are built are likewise evinced in the improvements shown in the constructions for our merchant service. The demand for yachts, steam and sail, of the finest and largest type, the finish and elegance of which are so notable, gives employment to men of the greatest efficiency in a number of our shipyards in different parts of the country.

These are the varied demands upon our shipbuilders that form the broad underlying foundation of their present prosperous condition. But the constructions for the foreign trade of the United States, which afford, in other countries, investment for capital probably twice as large as is at present invested in the United States, furnishing employment to thousands of skilled workmen and providing an enormous market for materials, assume very small proportions in the shipyards of our own country. The demand for vessels in the foreign trade is so great that if it were supplied by American shipyards the average annual construction of these yards would be increased fully one-third in tonnage and probably doubled in value. The types of vessels engaged in the foreign trade are much more costly than those employed in domestic trade. Summing up the present situation, the paradox exists of a substantial number of establishments, equipped with every essential for the construction of ocean-going ships of every type, being limited to the construction of war-ships and vessels for our domestic trade, except for the infrequent and spasmodic requirements of a few courageous ship-owners who persist in operating American-built ships in foreign trade. The very infrequency and uncertainty of this demand largely account for the fact that the cost of construction per ton is higher in the United States than in other countries, notably Great Britain, which probably builds four-fifths of the world's ocean-going tonnage, although less than three-fifths of it is under the flag of that nation. This anomalous condition of American shipyards, in respect of equipment for and output of ocean-going shipping, has attracted widespread attention and provoked world-wide comment. Precisely what should be done to increase United States shipping in foreign trade is the much discussed and still unsolved American maritime problem.

## College Complexions

CAN BE RUINED BY COFFEE.

NOTHING so surely mars a woman's complexion as coffee drinking. A young college girl of Hyattsville, Md., says, "I never drank coffee up to the time I went to college, and as long as you are not going to publish my name will admit that I was proud of my pink and white complexion, but for some reason I began drinking coffee at school, and when vacation came I looked like a wreck. Was extremely nervous and my face hollow and sallow."

"All my friends said college life had been too much for me. After questioning me about my diet, mother gave me a cup of strong, rich coffee at breakfast, although formerly she had objected to the habit, but the secret came out in a few weeks, when everybody began to comment on my improved looks and spirits. She said she had been steadily giving me Postum Food Coffee and I did not know it."

"My color came back, much to my delight, and I was fully restored to health. I will return to college without the slightest fear of losing ground, for I know exactly where the trouble lies."

"Mother says the first time she had Postum made no one would drink it, for it was pale and watery, but the next day she did not trust to the cook, but examined the directions and made it herself. She found the cook had just let it come to the boiling point and then served it, and it was tasteless, but the beverage made according to directions, by proper boiling, is delicious and has a remarkable taste for more. One cup is seldom enough for father now."

"I have a young lady friend who suffered several years from neuralgia and headache, obtaining only temporary relief from medicines. Her sister finally persuaded her to leave off coffee and use Postum. She is now very pronounced in her views as to coffee. Says it was the one thing responsible for her condition, for she is now well, and the headaches and neuralgia are things of the past. Please do not publish my name." Name can be given by Postum Co., Battle Creek, Mich.





ONE OF THE SEVEN HOMES WRECKED BY THE EXPLOSION OF SEWER GAS.



A TANK-CAR AND A CAR OF COKE WHICH WERE BURNED.

ALL THAT REMAINED OF A TRAIN OF WOODEN CARS AFTER THE FIRE.  
A REMARKABLE CATASTROPHE AT PITTSBURG.A SLIGHT TRAIN COLLISION STARTS A FIRE AND CAUSES TWO GREAT EXPLOSIONS, WRECKING BUILDINGS AND BURNING TO DEATH TWENTY-FOUR PERSONS.—*Sample, Pittsburg.* See Page 516.

## Activity of Beaumont "Gushers" Continues

TREMENDOUS INCREASE IN CONSUMPTION OF TEXAS OIL ABROAD

By Thomas Thorne

TRUE TO their traditions a good many of the newspapers throughout the country recently seized upon the volcanic eruptions which have taken place in South America and the West Indies to print a report that the Beaumont Gushers had sunk out of sight and had ceased to gush. It was hinted that the eruption of the volcanoes, in which great masses of molten mineral were sent out from beneath the earth's surface, had created a subterranean vacuum into which the oil which had formerly been pent up at Beaumont readily flowed, relieving at once the enormous pressure which existed at the wells. It was learned at once, however, that such a report was utterly without foundation, and was, in all probability, inspired by the big Standard Oil Company, their purpose being to reduce, if possible, the value of oil properties at Beaumont, so that the company's agents could buy them at the decreased price. It has always been the policy of the Standard Oil Company, in order to maintain its monopoly of the oil product of the country, to seize upon each new field as it was opened. This same report was also helped along and given wide circulation by owners of oil wells in Ohio, West Virginia and Pennsylvania, which have been almost entirely forgotten since the "bringing in" of the marvelous gushers at Beaumont. They wished to discredit the Beaumont field in order to strengthen their own properties in the public estimation. This is only natural, when the capacity of the Ohio, Pennsylvania and West Virginia wells is compared with the enormous production of the Beaumont wells, which are incomparably the largest in the world. The average capacity of the Ohio, Pennsylvania and West Virginia wells is three barrels of crude oil per day as against 20,000 barrels per day in wells of the Pennsylvania and Texas Oil Company, for instance, in the Beaumont field, so that the Beaumont property by actual figures is 7,000 times more valuable than wells in the Ohio, Pennsylvania, or West Virginia fields. The motive of such reports becomes even more clear in the face of the fact that a company such as the Pennsylvania and Texas, having only a small capital of \$300,000, can pay, and is pay-

ing, regular dividends of 5 per cent. per month to its stockholders. As soon as this report was published Mr. George B. Mechem, of Mechem, Mitchell & Co., 82 Wall Street, New York, who are largely interested in the property of the Pennsylvania and Texas, and who have been instrumental to a large degree in the general development of the field, visited Beaumont. "I found there had been no change whatever in the situation. I purposely had four wells turned on, and, as soon as the caps were removed, the oil gushed into the air fully 200 feet, showing an inexhaustible supply. A public exhibition was given to hundreds of visitors. They certainly did not look like dead gushers to me. I let contracts while there for the erection of a 2,000,000-barrel reservoir to be immediately put up at Port Arthur, which we will fill at least five times during the next three years on one contract for ten million barrels which has been made already with an English Transportation Company. Everybody knows that Beaumont has oil enough to supply the entire world, and it is simply a question of men, not oil. The Standard Oil Company had the oil, but the energetic, progressive spirit of Rockefeller made the company. The Guffey Company has the oil, but J. M. Guffey makes a \$15,000,000 company possible. Plenty of companies in Beaumont have the oil, but few of them can claim progressive heads, many of them not having even made contracts for the sale of their product." The Beaumont field is not only very much alive, but the opportunities of disposing of its product to advantage are increasing very rapidly in a new direction. Large quantities are being shipped to England in great oil ships and sold there in competition with Russia. Much of the oil used in England has hitherto been supplied by Russia, but in its competition with the oil of the Czar the United States has great advantages. The Russian oil is obtained and piped 640 miles over mountain ranges 3,000 feet high to ports on the Black Sea, making its transportation costly. From the Beaumont fields to Port Arthur, on the Gulf of Mexico, is fifteen to twenty miles, and the oil is conducted thither through pipes laid under ground. So Uncle Sam's

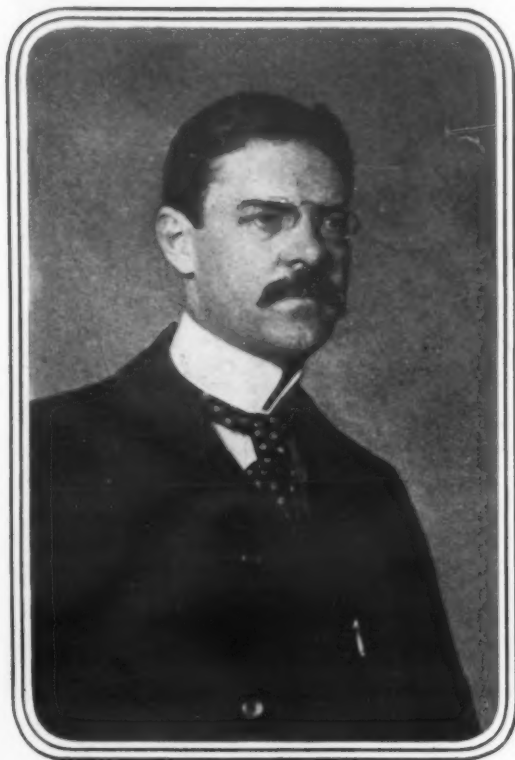
children are crowding out Russia in the oil trade with England; and another advantage which we have is in the matter of delivery, for the docks of the company which delivers the American product on the Thames River are thirty miles nearer London than those of the Russian oil transportation companies.

The oil is used in England for fuel and for refining purposes. Its by-products are asphalt, kerosene, naphtha, besides the products of several grades of machine oils. Its use for fuel in this country is increasing also. A report of the Southern Pacific Railroad shows that 170 gallons of oil will furnish the same amount of power as a ton of coal, and that the 170 gallons of oil costs 80 cents and the ton of coal \$4.00.

No other explanation for the popularity of oil as fuel is necessary. To meet the great demand the Beaumont fields are producing enormously. Last year the product of the Beaumont wells was 11,283,081 barrels, or 473,889,402 gallons of oil. The quantity is tremendous.

These facts have led many men prominent in the financial world to investigate the great Beaumont fields and to organize companies and investments here. A number of prominent Philadelphia men have formed the Pennsylvania and Texas Company, which owns Beaumont property with a production of 20,000 barrels a day. The president of this company is W. W. Oliver, leading oil merchant of Philadelphia; others in the company are Frederick Leibbrandt, Leibbrandt & McDowell Stone Company; Garrett A. Vallee, president Vallee Bros. Electrical Company, and George W. Field, of Field's Sons, hardware merchants. These men have invested as business men invest, fully appreciating the enormous possibilities in this field. They have secured and closed by contract the sale of enormous quantities of oil, and are putting into full play an energetic, vigorous business policy which is sure to tell, and which fully explains the wonderful progress this company has already made in a field little more than one year old.





LEWIS NIXON,  
The eminent ship-builder, who has resigned from the leadership of  
Tammany Hall.—*Dunn*.

### A Prosperous Nation Needs Ships.

*Continued from page 510.*

mercial politics of Asia. The opportunity to become a maritime commercial power and the necessity of becoming such have arrived together. There is now no real question as to the need for American ships in the minds of the leaders in practical affairs in this country. That need is disputed academically by some on whom traditional theories have so strong a hold that they have not yet adjusted themselves to the principles which must govern the nation's course during this century. A relatively small but influential number find it to obvious self-interest to dispute such need. Each class may have done something to confuse the issue and retard action thus far, but both together will scarcely be able long to keep the United States in its painfully absurd position on the sea.

It is a political necessity for the United States to carry all its mails to northern Europe, Asia, and Australia by American mail steamers, precisely as all the mails of England, Germany, and France to the United States, Asia, and Australia, are carried by the mail steamers of each nation respectively. It is a political necessity for the United States to carry its mails to South America by American mail steamers, precisely as the mails of England, Germany, and France are carried to Africa by the mail steamers of each nation respectively. The service is national and should be intrusted to agencies at all times under national control. Foreign ships owe and perform their first duty to the nation whose flag they fly. Whatever may have been formerly the case, we are no longer so small, weak, or poor that we must bargain to get our letters carried, as an incident to a British, German, or French mail contract, by the auxiliary cruisers of the British, German, or French navies, officered and manned by their naval reserves.

We do not, of course, apprehend war with any of these three Powers, but that is no good reason why we should help support their auxiliary sea forces, particularly as those three navies are the only ones, except the Russian, which our own navy does not already much outrank. Congress every year votes more money indirectly to support the British naval militia than it votes for the national guard of any of the great states of the Union. By the muddy waters of "improved" southwestern rivers men are denying the usefulness in war of auxiliary merchant cruisers and their seamen. This year England has increased her list of such auxiliary cruisers from twenty-eight to fifty, and Germany is doubling hers. It is a case where "the shallows murmur, but the deeps are dumb."

National policy requires that our mail steamships should be built in home yards by home labor. The requirement has been recognized by every nation of the first rank as soon as its industrial growth permitted. The plant, the machinery, and the skilled mechanics needed to build these ships are part of a nation's scheme of defense. Next to having a most powerful navy is the ability to construct one when required. It is to the national interest that such ships should be officered and manned, so far as practicable, by American citizens, constituting in effect a naval reserve. Federal appropriations to create a body of merchant seamen would stand more firmly on constitutional grounds than Federal appropriations to arm the militia. The latter can be done through the agency of the states. The former, by our scheme of government, can effectively be done only by Federal authority.

These propositions concededly set commercial principles at defiance. Our mails can be carried more cheaply by foreign than by American steamers. Ships cost less in England than in the United States. British seamen

may be had for about half, and German and French seamen for less than half, the wages American seamen are paid. The proposition cannot be debated on the basis of the cash balance of receipts and expenditures, for only the latter can be put down in dollars and cents. The British, German, and French ocean mail service are conducted at an annual loss of millions. Like many other national needs, the need for American ships can be supplied only by the expenditure of national money without return in kind.

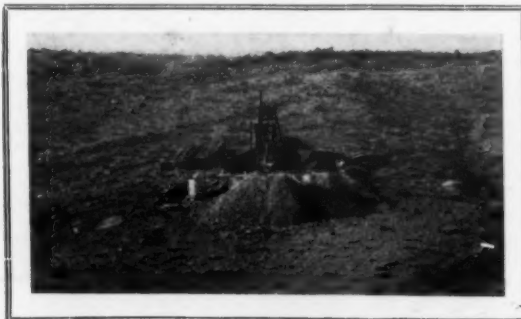
With obvious qualifications what has been said of American mail steamers applies to other American vessels. Their relations to the whole nation are less direct, and, based on those relations, less expenditure proportionately is warranted. The number, speed, size, regularity, and large crews of a country's ocean mail steamers indicate its greatness in a manner cargo-steamers or sailing vessels cannot. With the cargo-steamer and sailing vessel, the national element is secondary to the commercial. Such vessels concern mainly the grazing, grain, cotton, lumber, coal, and oil producing states. American mail steamers concern those states with all the Union and all its interests. The commercial phases of the need for American ships are important, but outside the scope of this article.

The cool judgment of the country less than twenty years ago directed the beginning of a programme of naval construction, since consistently developed and carried out. In that short time the United States has risen from almost no rank to the fourth naval power of the world. Meanwhile American ships, relatively and absolutely, have been decreasing. Our shipping in foreign trade is about one-third smaller than when the Chicago and Atlanta were laid down. The increase in our tonnage has been of vessels seldom, if ever, a day's run distant from the protection of our shore batteries.

The future sea power of the United States, mercantile and naval, depends upon an intelligent response to the need for American ships. The eminent writer upon the new navy asks and answers the question of commercial and military interdependence: "Can this navy be had without restoring the merchant shipping? It is doubtful. History has proved that such a purely military sea power can be built up by a despot, as was done by Louis XIV.; but though so fair-seeming, experience showed that his navy was like a growth which, having no root, soon withers away."

### Mining as a Business.

THE MEN who have gone into mining in a business-like way have always made money out of it. Some of the most conspicuous examples of those who have accumulated great fortunes in the business world are the owners of mines, gold, silver, and copper. But these men who have succeeded have been business men. Before they invested they investigated. The business men in the mining world, such men as Senator Clark, of Montana, John D. Rockefeller in this country, and the Rothschilds of Europe, invested their money where they were sure it was going to bring a fair return. They did not demand or expect sudden or fabulous riches. They simply moved forward gradually, always refraining from investment until they were certain that the investment would be profitable. They always pursued their course not as speculators and gamblers, but as business men. Occasionally the plunger who takes blind and desperate chances wins a fortune, but these occasions are rare. The man who always follows correct business methods is sure to win, and this is particularly true of mining, because among the most valuable of the productions of the earth is the rich mineral wealth that is dug out of it. There is very little outlay in producing this wealth, so the profits are immense, and these profits go to the careful, intelligent investors.



ONE OF THE MINES OF THE GLOBE-BOSTON COPPER MINING COMPANY.

The history of copper mining illustrates this more forcibly, perhaps, than that of any other industry. And the copper industry, growing in importance as the utility and the price of the metal increased, has tended toward the Southwest. For many years the Calumet and Hecla districts of Michigan marked the centre of the copper-producing industry, but now the owners of these mines have bought large properties, to keep up with the progress of the industry, in the copper regions of Arizona. But they did not buy until they investigated. It was so with the Lewisohn Bros., the wealthy mine-owners of Boston, who own the famous "Old Dominion" mine; Phelps, Dodge & Co., who own the United Globe mines, and the Globe-Boston Copper Mining Company, of No. 253 Broadway, New York, who own and control a great property consisting of twenty claims and covering an area of about four hundred acres in the same richly productive district and adjoining the other two. But none of these companies bought their property without investigation after business lines. The Globe-Boston Company sent five experts into their proposed property before they equipped their mine for operation.

OLIVER SHEDD.



CHARLES A. MOORE,  
President American Protective Tariff League—an earnest advocate of  
protection for American shipping interests.—*Cressford*.

### The Deadly Pittsburg Explosion.

PITTSBURG, PENN., May 19th.

TONS UPON tons of flaming naphtha, flung high into the air by exploding tanks, rained upon a great crowd of persons who had gathered at a hillside to watch the oil burn in the Pan Handle Railroad yards here, recently. Of the crowd, twenty-four persons were burned to death and more than two hundred others were frightfully scalded. The deaths of fifty are expected. A curious chain of accidents led to the frightful conclusion. A freight train ran into a draught of naphtha cars being shifted from one track to another and broke in one end of a tank. The oil, streaming from the car, fell upon a switch light and was set on fire. Immediately the entire car burst into flames, which were quickly communicated to another car. Five additional cars were in the draught. These were detached and drawn as far from the flaming naphtha as the congested condition of the yard would permit.

The spectacle of burning oil drew thousands of persons to the hillside overlooking the railroad yards. The flames, towering hundreds of feet into the air, cut so wide a swath that freight car after freight car was destroyed. Then the great heat set off the five naphtha cars which the railroad men had thought were safe. By one enormous convulsion the burning contents of those five cars were thrown hundreds of feet about. A dozen men in the yard were covered by this flaming deluge. In a wide sheet the fiery naphtha descended upon the thronged hillside, searing to the bone those directly in its way. Hundreds of others, escaping the greater shower, were caught in a lesser one. These persons, panic stricken, ran wildly about, tearing the burning clothing from their scorched limbs. Nearly all of the men who had been in the yard were killed outright. Among the dead and the injured upon the hillside were many women and children. The flaming naphtha, running into a sewer, set the gas on fire. In the explosion which resulted seven dwellings were wrecked and forty persons injured.

THAN V. RANCK.

### If You Feel "All Played Out"

TAKE HORSFORD'S ACID PHOSPHATE.

It repairs broken nerve force, clears the brain, and strengthens the stomach.

### First Automobile Ride in a Sewer.

AUTOMOBILES have been driven almost everywhere, but the first time that anybody ever took a ride on any of these machines in a sewer was on Saturday, May 17th, in Brooklyn. This feat was performed by Mayor Low, Comptroller Grout, and other city officials, while inspecting the Flatbush, Prospect Park, and Bay Ridge districts, drained by the great fifteen-foot sewer now being built. Two automobiles were lowered into the excavation, and the city officials rode 1,520 feet through the completed tunnel. The sewer was lighted with hundreds of candles. Water had not been turned into it, and the trip was an easy and pleasant one.

### Baby's Diary.

A unique and handsome publication wherein to record the important events in baby's life has just been issued by Borden's Condensed Milk Co., 71 Hudson St., New York. It is not given away, but is sent on receipt of ten cents.

TELEPHONE Service is the modern genius of the lamp. With a telephone in your house the resources of the whole city are at your elbow. Rates in Manhattan from \$48 a year. N. Y. Telephone Co., 15 Dey, W. 38th.





BUSY AMERICANS SEEKING REST AND RECREATION ABROAD.

CROWDS AT A NEW YORK PIER IN THE RUSH OF TRAVEL FOR ENGLAND'S CORONATION AND EUROPEAN TOURS.—*Drawn for Leslie's Weekly by F. Oreson Schell.*



# Why Shipping Needs Government Aid

PROPHETIC WORDS ON THE SUBJECT BY THE LATE JOHN ROACH



THE LATE John Roach, the eminent shipbuilder, was a man of judgment and foresight rarely equaled. In an article contributed to the *North American Review* in 1881, Mr. Roach clearly demonstrated the impossibility of building up a great American commercial marine without aid from the government, in the shape of subsidies and otherwise. The late President McKinley, in talking of his own policy with regard to American shipping, said to Stephen W. Roach, the shipbuilder's son: "Young man, I am carrying out your father's ideas." Indorsed from such an exalted source, John Roach's views should have at this time special interest and weight, and we therefore here append extracts from the article above mentioned:

The "free ship" advocate has plenty to say about a lost carrying trade and antiquated laws. Why is he always silent about these practical, tangible grievances? Why has he nothing to offer but forever the same two remedies—"free ships" and "free material"? Let us see of what sort these remedies are.

"Free ships," or the right to buy ships where we choose. That means to buy of England, for no other nation has them to sell or can build them. It means for a nation, having abundant resources and ability to supply itself with ships for its use in peace and defense in war, to become dependent for ships upon a single foreign nation. If we become dependent this year, shall we not be more so next? When shall we emancipate ourselves under this policy? Let us not forget, too, that all nations are interested in having more than one nation able to supply them with iron ships. Again, it means to starve American and feed foreign labor; to take millions on millions of dollars out of circulation among our people; to build up a foreign government and beat down our own. It means inevitable national humiliation and disgrace sooner or later. The statesman who advocates "free ships" ought to come out frankly and admit that, in whatever form he recommends relief for our carrying trade, he means England shall be the gainer. For "free ships" is to depend upon her for them, as I have said, and "free material" used in ships can only be supplied by England. What kind of a plan is that for Americans to propose?

Take the history of the three wars we have fought for independence, for equal rights on the sea, for the preservation of the Union, and I ask you, could we have afforded then to be dependent upon England for ships; and, if we had been dependent, what would have been the result? To simply point out the effects of such a condition in our late Civil War: Where lay the strength of the North? Was it not chiefly in her ability to at once send sixty thousand trained men from the private shipyards into the navy yards; to send thousands more of skilled mechanics from our workshops into the arsenals, and in the private shipyards to build the "ninety-days" gunboats, besides being able, through the work of those left at home, to supply the wants of the people and support our armies in the field? Of what value was it to us that we were able to send out the little Monitor from a private shipyard in New York in one hundred days? Had she been four days later the capital of the nation would doubtless have been captured.

Where lay the weakness of the South? Was it not in her undeveloped condition, without shipyards, or engine works, or rolling mills, or factories, or the means in any way to supply the wants of her people or maintain her army either in clothing or implements of war? She never

surrendered until we blockaded her coast and shut off her chances to get supplies from England. In our three wars, what should we have done but for our ability to build ships?

Free material. This is a favorite argument with some who seem to think a ship's cost is ninety-five per cent. for material and five for labor, instead of the exact reverse. And I have already called attention to the fact that the labor which makes up ninety-five per cent. of the cost is free. As for free material, I have studied every way practicable to see how near we could come to compete with Great Britain in the product of the ship. In 1872, when I undertook to

reducing the price of iron are shown by the fact that the average cost of iron made into shapes for ships in England was, for the years 1872 to 1875, \$61.25 per ton. We then had no rolling mills or facilities for making the shapes required for large iron ships. Since then we have established the rolling mills, and from 1876 to 1880 the average cost of ship iron here was \$52 per ton, or \$9.25 less than in England during the years 1872 to 1875. England built in those years 1,600,000 tons of ships, at an average cost of \$9.25 more per ton for the iron than that iron costs in this country to-day. And when so much is said about the fifteen per cent. greater cost of the American ship, it should be remembered that we are building iron ships cheaper to-day than England built them from 1871 to 1875, and that it is our ability to build that has made and that alone keeps the English ship cheap.

Now to emphasize some important points merely stated hitherto: Americans need ships. During the year ended June 30th, 1880, the value of our exports and imports was \$1,589,472,093, of which foreign ships carried \$1,309,566,496, and American ships \$280,005,497, or only 17.6 per cent. In 1860, of exports and imports valued at \$762,288,550, American ships carried 66.5 per cent., leaving to foreign ships but 33.5 per cent. So much of a revolution has taken place in our position as ocean carriers since the beginning of our Civil War. From 1870 to 1880, our export trade increased over 400 per cent. Should it increase at one-half that rate in the next ten years, our surplus products requiring ship transportation would exceed 22,000,000 tons. We should not for a moment think of letting a foreigner carry them for us on the land—why should we on the ocean? Shall we carry our fair proportion of them? Then we must build ships. If we do not adopt a policy to do so now, when shall we begin?

Look at what we have done with the locomotive. In 1830 not one locomotive engine had been built in America, and we imported two. Soon we began to build a few, as experiments. No doubt they cost more than those bought in England; but there was a demand for them, and the building went on. What was the result? January 1st, 1879, their number in use in this country was 16,445, valued at \$164,450,000. The number of freight cars in use was some 458,000, besides passenger and palace cars, the cost of all, at a low estimate, being \$600,000,000, or a value for locomotives and cars of \$764,450,000; add one-tenth of the total number, which must have been rebuilt five times since 1830, at a cost of, say, \$382,225,000, and we have a grand total of \$1,146,675,000, or about twice as much as England has invested in ships. Besides this, we export locomotives to Canada, New Brunswick, Nova Scotia, Mexico, Nicaragua, Central America, Chili, Peru, Argentine Republic, Brazil, Cuba, Porto Rico, Jamaica, Norway, Russia, New Zealand, Queenstown, New South Wales, Victoria, South Australia, and the Sandwich Islands. We have exported twenty million dollars' worth since 1870; and it will be seen that we have taken England's locomotive trade from her in her own colonies, because we can build the best and cheapest locomotive in the world to-day. We could not

do it in the first ten years we built locomotives. Suppose, then, the "free locomotive" advocates, for such existed, who said we could not own locomotives unless we bought them of England, who could build them cheaper, had succeeded in their plans, and our locomotive-building had been strangled in its infancy, as efforts are now making to strangle shipbuilding, what would have been the evil consequences to this country? What should we have to show in place of this grand record? Should we not still be dependent upon England for locomotives? Any practical man will see what a difference this would have made to every American interest. What is true of the locomotive will apply exactly to the ship.



THE MODERN IRON SAILING VESSEL.—Photographed by J. G. McCurdy.

build some large ships, the rolling mills did not exist in this country that could make the angles, plates, and beams required. I then had to pay £12 10s. in gold for plates, £11 10s. for angles, £1 per ton freight by steam, and five per cent. commission. This satisfied me of the folly of a man's trying to bring a distance of three thousand five hundred miles the heavy material required for a ship, paying freight and commissions, and putting that material into a ship, at our high rates of labor, in competition with a man whose shipyard is close by where the material is produced, and who has cheaper labor, no freight or commission to pay, and lower rates of taxation.

The advantage of home competition and its effects in

## The Greatest Union Soldiers' Burial-place in the Country

By Waldon Fawcett

THE PAST twelve months have witnessed numerous additions to the graves of the Union soldiers who sleep in the great national cemetery at Arlington, in the hills of Virginia opposite Washington, and Memorial Day, 1902, finds eighteen thousand defenders of the stars and stripes enrolled in the bivouac of the dead on the magnificent estate which was once the home of General Robert E. Lee. Arlington was selected as a national cemetery soon after the battle of the Wilderness, and the first interments were made in May, 1864—two score years ago. Ere the Fourth of July of that year 2,600 graves had been made and marked with plain wooden headboards, and a year later the number had grown to more than five thousand. It was after the close of the war, however, that the greatest additions were made to the vast army silent in the sleep of death, for immediately following the restoration of peace a large burial corps undertook the gigantic task of recovering the bodies of all Union soldiers, buried and unburied alike, from the camps and battle-fields of Virginia and Maryland and transferring them to the heights overlooking the Potomac.

The cemetery at Arlington is unique among our national cemeteries. At Chattanooga, Gettysburg and other similar burial-places of the soldiery very few additions have been made to the graves since the period immediately following the Civil War, and great numbers of bodies originally interred at these cemeteries have been removed by friends. Arlington, however, with the splendor of its natural beauty, has appeared so eminently fitted to constitute a resting-place for the nation's heroes of all time

that few bodies have ever been removed, and each year has seen many wearers of the blue—including many officers who occupied high places in the Federal army—borne from all parts of the country, by their own request, to repose with their old comrades within sight of the city so many of them died to save.

There are many magnificent monuments at Arlington, but perhaps none of them is so impressive as the panorama spread out in that section of the cemetery given over to the private soldiers, where, on a vast level plateau, seemingly endless rows of headstones, uniform in shape and size, stretch away as far as the eye can reach, all set in the even ranks of a battalion awaiting the final bugle-call. Near at hand is the stately monument beneath which, in one common grave, rest the bodies of over two thousand nameless soldiers whose bodies were recovered from the battle-fields of Bull Run and the Rappahannock, but whose identification was impossible.

At three of the principal entrances to Arlington are great memorial gates. One perpetuates the memory of Generals Ord and Weitzel, another is in memory of Sheridan, and the third is dedicated to McClellan. Near the historic Arlington mansion, where the greatest warrior of the Confederacy was married and spent his happiest days, there now stands an open circular colonnade with domed roof, known as the "Temple of Fame." On the cornice are the names of Washington, Lincoln, Grant, and Farragut, while on the supporting columns appear the names of Meade, McPherson, Sedgwick, Reynolds, Humphreys, Garfield, Mansfield, and Thomas. In the

rear of this structure is the great amphitheatre where services are conducted each Memorial Day by the Grand Army of the Republic.

Near the great flag-staff at Arlington are the graves of General Philip H. Sheridan and Admiral David D. Porter. A short distance away are those of Purveyor-General J. H. Baxter, Colonel Berden of the Sharpshooters, and General George Crook. Conspicuous among the monuments is the sarcophagus of Quartermaster-General M. C. Meigs, at whose suggestion President Lincoln converted Arlington into a national cemetery. Here, also, are the graves of General J. B. Ricketts, the hero of twenty-seven battles, in five of which he was borne wounded from the field; Brigadier-General Walter Q. Gresham, who died while serving as Secretary of State under Cleveland; Brigadier-General Gibbon of the Iron Brigade, which turned back Pickett's charge; and a host of others not less courageous. To the company of these fallen braves many warriors have been borne from the battle-fields of Cuba and the Philippines. Here are Captain Allyn K. Capron, of the Rough Riders; General Guy V. Henry, who died in Porto Rico; the brave General Lawton, the martyr of the war in the Philippines; and, latest of all, to this great rendezvous of Columbia's heroes there has been borne Admiral Sampson, the ranking naval officer in the sea fighting on the Atlantic during the Spanish-American war.

BRACES the nerves, builds up the blood, strengthens every way—Abbott's, the Original Angostura Bitters.

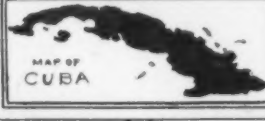




DESTRUCTION OF THE MAINE IN HAVANA HARBOR, FEBRUARY 15TH, 1898.



DEPARTURE OF UNITED STATES TROOPS AT TAMPA FOR CUBA AFTER DECLARATION OF WAR WITH SPAIN.



THE FIRST LANDING OF AMERICAN TROOPS IN CUBA, AT SIBONEY.



CUBAN TROOPS MARCHING INTO SIBONEY TO RE-ENFORCE THE AMERICAN SOLDIERS.—Copyright, 1898, by W. R. Hearst.



TAKING THE WOUNDED TO THE HOSPITAL AT SAN JUAN HILL.—Copyright, 1898, by W. R. Hearst.



ROUGH RIDERS FIGHTING IN FRONT OF SANTIAGO, JUNE 24TH, 1898.—Drawing by H. C. Christy.



WRECKED SPANISH SHIP CRISTOBAL COLON, AFTER THE GREAT VICTORY AT SANTIAGO. Copyright, 1898, by W. R. Hearst.



SPANISH SOLDIERS MARCHING TO SURRENDER THEIR ARMS TO UNITED STATES TROOPS IN SANTIAGO.



THE BEGINNING OF CUBA'S NEW LIFE UNDER AMERICAN PROTECTION—CONSTRUCTION OF SEWERS IN HAVANA.



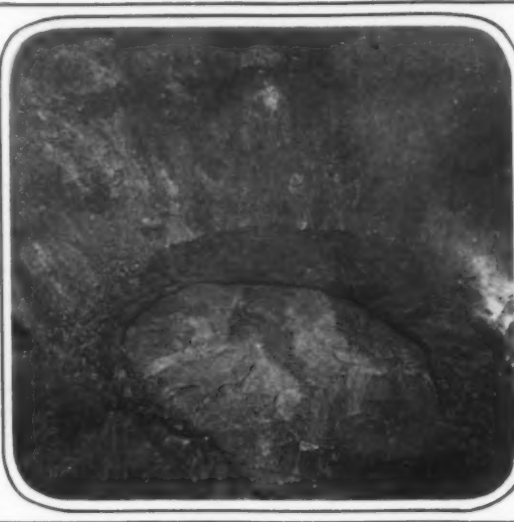
CUBA FREE AND PROSPEROUS—THE FETE IN HAVANA IN HONOR OF PRESIDENT MCKINLEY, COMMANDER-IN-CHIEF IN THE WAR FOR FREEDOM.

HOW AMERICAN BLOOD WAS SHED FOR CUBA'S FREEDOM.  
THE WAR WAGED BY THE UNITED STATES SOLELY IN THE CAUSE OF LIBERTY TOLD IN TEN HISTORIC PICTURES.





ERUPTION OF MOKUAWEOWEO VOLCANO, HAWAII, JULY 4TH TO 21ST, 1899—STONES AND LAVA THROWN HIGH IN THE AIR.



LOOKING INTO THE LAKE OF LAVA IN THE CRATER OF VOLCANO KILAUEA, HAWAII.



THE VAST WILDERNESS OF ROUGH, SEAMED LAVA AT BASE OF MOUNT VESUVIUS, ITALY.

GREAT VOLCANOES AFTER ERUPTION—SHOWING THE EFFECT OF THE VOLCANIC ACTION AT MARTINIQUE.

From copyright stereoscopic photographs by Underwood & Underwood, New York

## Volcanic Products that Kill

By George E. Walsh

THE GREAT tragedy at Martinique and St. Vincent will furnish to the world of science some of the most remarkable data concerning volcanic eruptions ever obtained, and arrangements are already being made by different scientific societies to send representatives to the islands to make thorough investigations. The fact that the most delicate seismographs failed to record earth vibrations indicate that Mont Pelée "blew its head off," and that it belongs to the class of explosive eruptions in which Vesuvius and Krakatoa are classed, and not to such volcanoes as Mauna Loa and Kilauea in Hawaii, which merely boiled up and flowed over. Professor John Milne's seismic instruments, the most delicate and perfect of their kind in the world, recorded no earth disturbances, and had there been any earthquake shocks of the slightest nature the seismographs all over the world would have been affected thereby and the vibrations recorded. The construction of these instruments has enabled seismologists in recent years to obtain data of earthquake vibrations which have greatly simplified the study of the subject.

But there is no instrument yet invented which will indicate the explosive eruption of the other class of volcanoes, nor measure the exact power and energy exerted thereby; but after the subsidence of the eruptions it is possible to make deductions from a study of the lava and its composition which will point to certain definite conclusions regarding the explosive force of such titanic disturbances. The actual products which such a volcano vomits up will furnish material for scientific deductions that will prove of the greatest value. There is, for instance, the well-known fact that the greatest quantity of material thrown up by such eruptions is steam and water. This steam rises to an enormous height and produces dense clouds of heavy vapor, which soon condenses and falls in heavy rains. Jets of steam force themselves from the crater and fissures in the rocks with a roaring noise like that from a locomotive. The amount of water carried up by this steam is sometimes sufficient to cause enormous floods. In the eruption of Mount Etna it was estimated that over two million cubic metres of water were ejected from the crater.

Moreover, clouds of steam rise from the streams of lava running down the mountain side, and they so obscure the view that people never realize the approach of danger until it is well upon them. The cloud of steam looks more like a heavy rain cloud hanging over the earth and approaching rapidly, as if driven by a strong wind. Then, when it bursts upon a doomed settlement, the burning lava sweeps and burns everything before it. Some scientists claim that the molten lava derives its mobility largely from the immense amount of vapor or water which saturates it, and when the water and steam finally escape the lava hardens and solidifies into rock.

But this vapor, or steam, is never pure. There are gases and other deadly vapors mixed with it which wither and blight life wherever they come in contact with it. The gases differ in various volcanoes, and an analysis of the precipitations afterward reveals something of the nature of the interior formation of the earth's crust at that point. It is more than likely that thousands of the unfortunate victims of St. Pierre were killed by the gases before the fiery torrent actually reached them. This will account for the stories of dead bodies strewn around which showed no signs of blackening from smoke or fire. According to seismologists the most prolific of chemical gases released from the subterranean bowels of the earth by such an eruption are sulphureted hydrogen and sulphuric acid gas. In the Vesuvius eruption hydro-chloric acid gas was abundant. Carbonic acid gas naturally escapes in great quantities in all eruptions and explosions. The effect of these volumes of poisonous gases escaping from the volcano are to destroy all life around, so that, without being touched by fire or lava, everything of animal or vegetable origin would be suffocated in an instant. It may be that the fiery flood of rain and lava which poured down on St.

Pierre found only a city of the dead. The poisonous gases and vapors had suffocated them as they stood or rested in their natural positions.

Following the clouds of steam and ashes, which are actually responsible for the explosion and violent eruption, come showers of stones, dust, and fragmentary pieces of earth. These differ greatly in volcanic eruptions. Red-hot stones of various sizes are vomited up to produce a rain of fire, which is the most dreaded of all catastrophes. Enormous stones have been hurled great distances, so that one may measure something of the titanic forces concealed in the earth below. Records show that stones of great size have been hurled thirty-six miles by the volcano of Antuco, in Chili, while old Cotopaxi once threw a two-hundred-ton block of stone a distance of nine miles. Even in the ruins of Pompeii large stones were found buried in the ashes which must have been hurled many miles through the air.

The smaller stones and ashes, or dust, which the volcanoes throw up in eruptions travel such enormous distances that the mind is fairly bewildered. In comparison, man's achievements with high-pressure field guns is insignificant indeed. The dust clouds frequently obscure the heavens for weeks, and it requires months for them to disappear. During the great explosion of Krakatoa, in 1883, the dust was blown some ten miles into the air, and it actually floated around the whole earth before it finally settled and disappeared. The wind-wave started by this explosion is said to have made the circuit of the earth three and one-half times before it subsided. One of the

greatest outpourings of volcanic ashes in this hemisphere was in 1835, in the eruption of the volcano Coseguina, in Nicaragua. So violent was this explosion, and so great was the storm of dust and ashes, that absolute darkness prevailed for thirty-five miles in every direction, while the rain of dust and ashes actually fell over a radius some 270 miles in diameter. Nearly twenty-five miles from the volcano the ground was covered with ten feet of ashes and fine dust. Seven hundred miles away, in the harbor of Kingston, Jamaica, the explosive materials fell four days after the explosion.

The question of digging out the buried people and ruins of St. Pierre is not one to be lightly considered, for not only is the activity of volcanoes often threatening for weeks and months after an explosion, but the fiery streams of lava are slow in cooling. The top of the lava streams may cool quickly, but below the surface the process goes on slowly. One may indeed walk upon the hardened surface of a mass of lava with an intense fire a few feet below, because of the non-conductivity of the hardened crust. Sometimes it requires years for the lava to cool so that it is possible to dig many feet down. The lava from Vesuvius in 1785 was found seven years later to be covered on the surface with lichens, but below it was so steaming hot that a stick thrust into a crevice caught fire immediately. Twenty-one years after the eruption of Jorullo, in Mexico, in 1759, it was possible to light a stick in the fissures of the lava, and even forty years after its eruption it was still steaming in many places. It is recorded in scientific works that eleven months after the eruptions of Mount Etna the lava was still red hot in the fissures and a short distance below the crust of hardened stone. Consequently, a town or city buried under a sea of red-hot flowing lava might remain untouched by human hands for months and years because of the intense heat retained by the lava. When Pompeii was buried it was by a sea of falling stones, ashes and dust, and not by running lava, and the cooling-off process was not delayed to any great extent. Lava streams, on the other hand, would leave little behind to tell the tale of destruction. Nearly everything is burnt up before its onward flow. There have been queer exceptions to this, where forest trees have been surrounded by the lava and not burnt at all, owing to the impossibility of any air reaching them to produce combustion. The most notable instance of this strange phenomenon is a large sheet of ice that for a hundred years lay on the flank of Etna. Originally this was a thick mass of snow, but the overflowing stream of molten lava covered and protected it from the air so that it could not thaw and evaporate.

### Talks Out.

DOCTOR TALKS ABOUT FOOD.

It is often the case that doctors themselves drift into bad habits of food and drink although they know better, but doctors are human, you know, like the rest of us, but when they get into trouble they generally know better how to get out of it, and the "food route" is a common one among them.

Dr. H. Barber, of Laurel, Ind., concluded that coffee and badly selected food was the cause of his stomach trouble and his loss of weight from 184 pounds to 153 pounds, with nerves impaired and general nervous break-down.

He did not give up coffee at once but began the use of Grape-Nuts, and says, "Within a month I could see a wonderful change had taken place, due to the use of the new food. I decided to give up coffee and use Postum in its place. So regularly for a time I have been on a breakfast made up of Grape-Nuts, a little graham bread, and Postum Food Coffee. My weight has increased to 174 pounds, my stomach trouble has entirely gone, and my mind is clear and vigorous as ever. Wishing you every success, I beg to assure you of my warm appreciation of Grape-Nuts and Postum."

### The Blue and the Gray

**K**NEE-DEEP in the scarlet poppies,  
Waist-high in the waving corn,  
At the edge of a silver streamlet  
They met by chance one morn.  
He was a Union soldier  
In blue and buttons gay,  
And she was a Southern maiden  
In a shabby gown of gray.

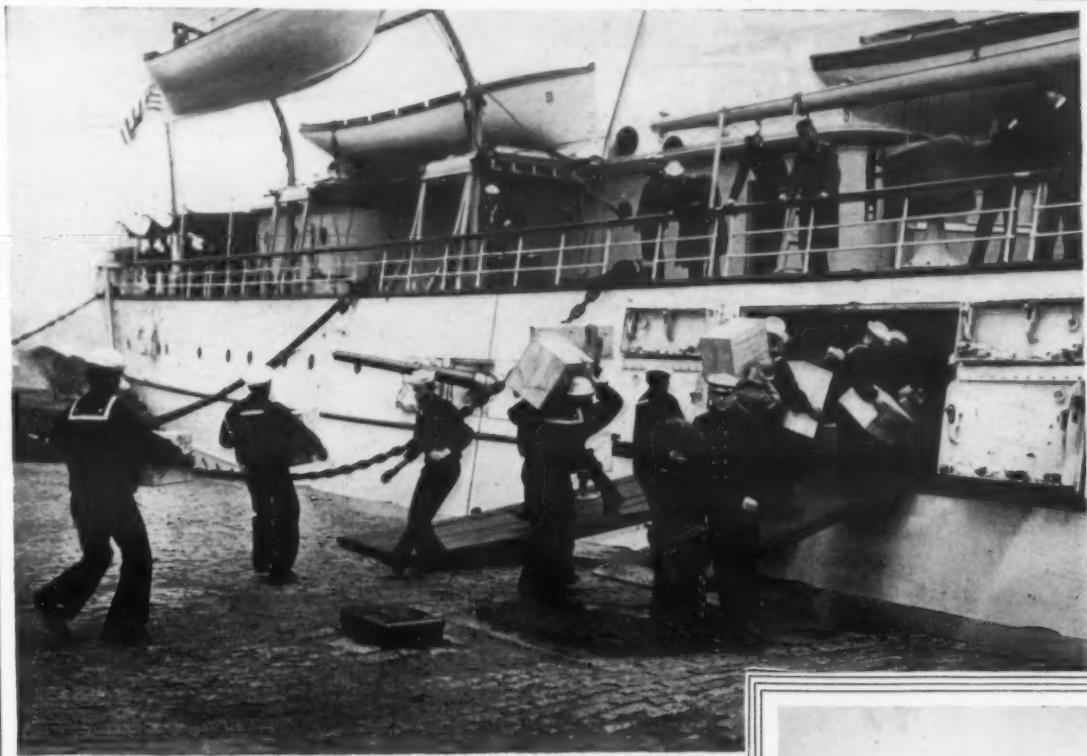
**S**HE looked at his stalwart shoulders,  
And face with its healthy tan;  
He looked at her cheeks of roses,  
And so the tale began.  
The poppies yet were sleeping,  
And who was to hinder, pray,  
If the blue-clad soldier captured  
A kiss from the girl in gray?

**E**VERY night off duty  
He stole from the lines of blue  
To meet her under the live-oaks  
In the moonlight and the dew.  
And lo! when the bugle sounded  
And the regiment marched away,  
He left a ring and a promise  
With the sweet little maid in gray.

**A**FTER the war was over  
And the battle-flags were furled,  
And the peaceful snow of the orchards  
Folded the weary world,  
He came again to the village  
In the heart of the fragrant May—  
The bells rang out for a bridal  
And the blue was wed to the gray.

MINNA IRVING.





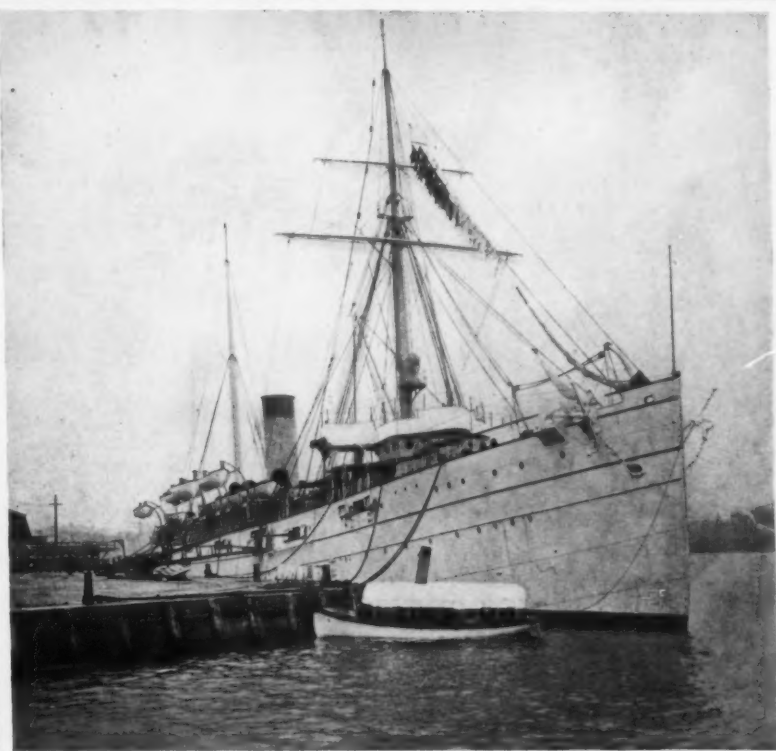
JACKIES CARRYING BOXED MEATS ABOARD THE BUFFALO, WHICH HAS GONE TO MARTINIQUE.



MAJOR HUGH J. GALLAGHER, IN CHARGE OF THE DISTRIBUTION OF SUPPLIES, AND CAPTAIN BERRY, COMMANDING THE DIXIE.



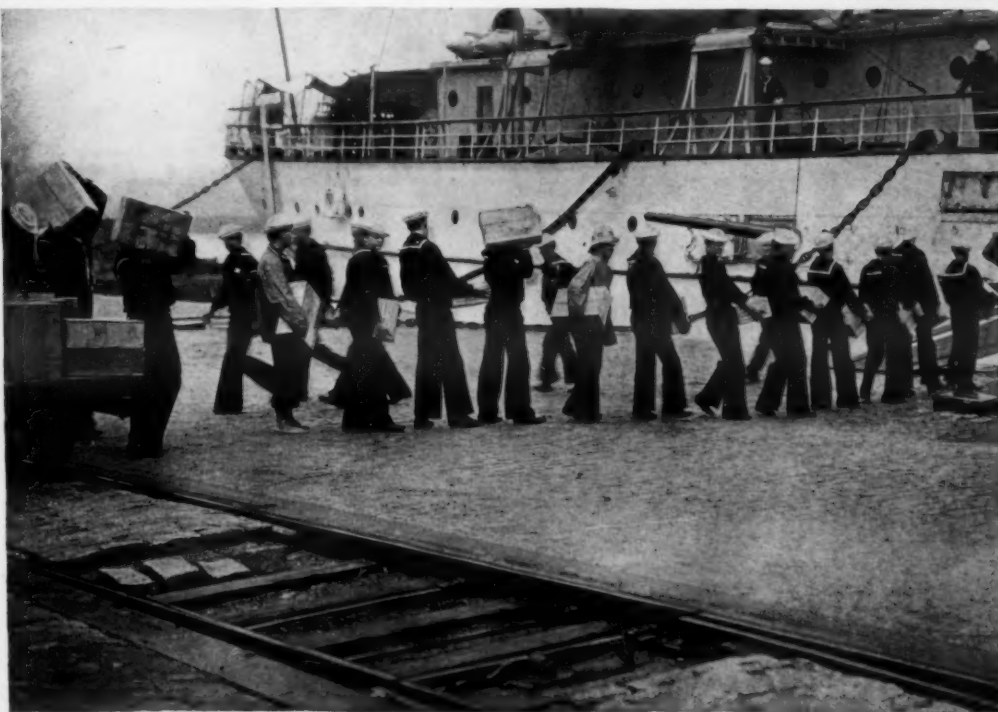
LOADING CURED BEEF ON THE DIXIE.



UNITED STATES SHIP BUFFALO AT THE DOCK IN BROOKLYN, AWAITING ORDERS TO START WITH SUPPLIES.



ARMY SURGEONS WHO WILL ATTEND MARTINIQUE SUPPERERS.  
Lieut. Church, Lieut. Riley, and Lieut. Clayton.



THE DIXIE'S SAILORS CARRYING ABOARD BOXES OF FOOD FOR THE DESTITUTE AT MARTINIQUE.

RELIEF FOR THE DESTITUTE THOUSANDS IN THE WEST INDIES.  
LOADING GOVERNMENT SHIPS WITH CLOTHING, TENTS, AND BEDDING, AND WITH FOOD TO LAST A MONTH.  
Photographs by our Staff Photographer, R. L. Dunn.



# And the Nation's Heroes Were Not Forgotten

By J. L. Harbour

"THIS TOWN ain't got no git-up about nothin'. It comes as nigh bein' dead as a door-nail as any town I ever lived in."

"I reckon you're right 'bout that, Jabez," replied old David Corson as he tilted the old rush-bottomed chair in which he sat back against the wall and snapped the blade of his Barlow knife backward and forward. "I reckon you are jest about right, Jabez. It ain't like it was when you an' me was boys here in Zoar. There was more goin' on in a month then than there is now in a hull year. Ye mind the Fourth-o'-July doin's we used to have, 'Lias?"

The little snowy-haired old man, sitting on a bench in the glowing sunshine with his hands thrust deep into his capacious pockets, looked up with a sudden light in his dim blue eyes.

"I reckon I do remember 'em, Dave," he said. "I tell ye there was more patterotism among the people them days than there is now! There ain't the patterotism among the young people there ought to be in these latter days, or they'd see to it that something was done on patterotic holidays. Not even the town meetin's is what they used to be. Law me! I kin remember the time when it was thought almost a disgrace fer a body to stay away from town meetin' if they was able to git there. Folks used to come early in the mornin' an' stay all day an' eat dinner in the park town-meetin' day, an' at the last town meetin' the hall wa'n't half full. It's jess so 'bout ev'rythin'!"

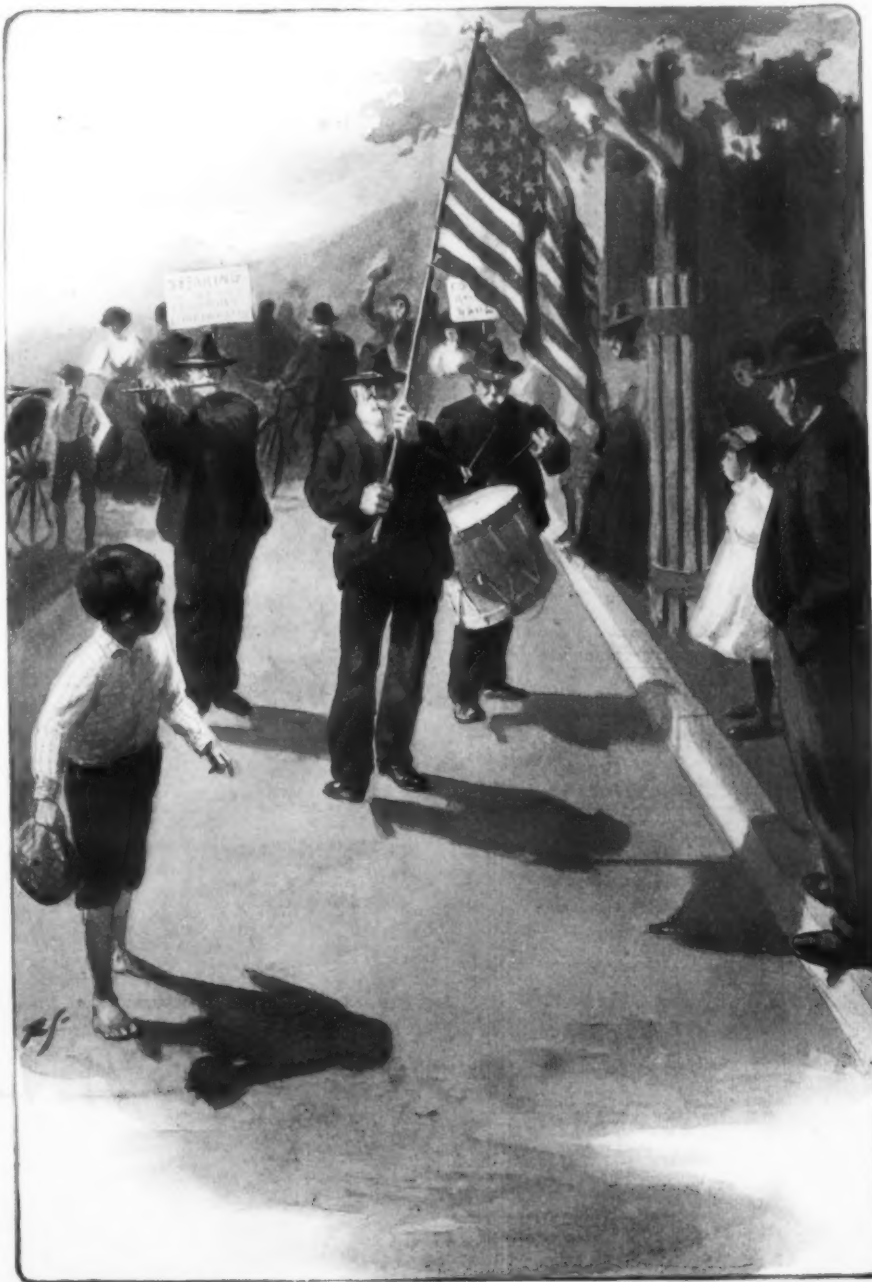
"You're right, 'Lias," replied David Corson. "An' its speshly true that there ain't no patterotism to speak of here in Zoar. If there was, somethin' would be done on Dec'ration Day. They're goin' to make a reg'lar holiday of it over in Lisbon, an' have a band an' speechifyin' in the park an' a procession to the graveyard an' dec'rate the graves of all the soldier-boys, an' have a good time gin'rally. An' what they goin' to do here in Zoar? Nothin', b'gosh!"

"More shame to 'em!" sputtered old Elias Jordan. "There's the graves of fifteen of as brave men as ever carried muskets, up in our cemetery, an' exceptin' as it'll be done by their own kin, there won't be a single posy laid on them graves Dec'ration Day, when the hull town ort to turn out an' do honor to the men that fit an' bled for their country. Our old captain, who commanded the 'Darin' Tenth,' as they used to call our regiment, Jabe, lays up there, an' there ain't no one left in the town to lay a posy on his grave Dec'ration Day."

"Yes, there is. I'm left to do it," replied old Jabez Dart as he shifted his chair out of the direct rays of the sun. "I ain't ever failed to go up to the cemetery on Dec'ration Day an' stan' bar-headed by the grave o' Captain Hall an' then lay a few flowers on his grave, an' I'll do it this year if I'm able to climb the hill to the buryin' ground. There wa'n't a braver or better man in the hull war than Captain Hall was, if he didn't git no speshel mention for his bravery. There was hundreds an' thousands o' brave men in the war that never got an' never wanted no worldly honor an' glory for their courage. They done just as much as them that the hull world heerd about, an' it's my opinion that the grave of ev'ry man that fell in the war, no matter whether he wore the blue or the gray, ought to be dec'rated once a year an' the hull country ought to be glad to do 'em honor."

"Them's my sentiments!" exclaimed old Elias, bringing his wrinkled hand down on his withered leg with a resounding slap. "An' it's a disgrace to Zoar that her citizens don't turn out an' dec'rate an' have speechifyin' an' the stars an' stripes floatin' an' the 'Star-spangled Banner' an' 'My country, 'tis of thee,' sung ev'ry Dec'ration Day. It'd learn the boys an' girls patterotism an' at the same time show respect to them that deserves respect; that's what it would!"

There was silence for a moment after this somewhat vehement speech on the part of old Elias. Each of the three old men smoked his pipe in silence, harking back in thought to the days when they in their youthful prime marched to the music of fife and drum in the Civil War. That music seemed to ring in their ears like a far-away melody, and their slow pulses quickened as they seemed to hear it. With half-closed eyes they saw again the scenes in which they had had a part in the long-ago days when the land was filled with the desolation and the tumult of war. The roar of the battles in which they had fought was in their ears, the smoke was in their nostrils, the loyalty to their country that had filled their hearts in



"UP AND DOWN THE LONG VILLAGE STREET THE THREE OLD VETERANS MARCHED IN THE GLOWING SUNSHINE."—Drawn by Ralph Taylor Shultz.

those old days again filled them to overflowing. Suddenly old Dave leaned forward in his chair and said:

"I tell ye, boys, what let's do: Let's put some folks in this town to shame by gittin' up a little Dec'ration Day programmy jest by our three selves, that's what let's do! Yes, sir! Let's not only dec'rate the grave of ev'ry soldier boy in old Zoar graveyard, but let's do it to the tune of fife an' drum, with the old flag flyin'. Ye know I've got the same old flag I carried at Antietam."

"Yes, an' I've got the same old fife on which I tooted out 'Yankee Doodle' an' 'Marchin' through Georgy' at the head of my regiment when we marched into that an' many another scrap," said old Elias.

"An' ain't I got the identical old drum on which I pounded out 'The Red, White an' Blue' an' 'Glory, Glory, Halleluooy!' many an' many a time at the head o' my regiment?" said old Jabez. "Well, I jest have, an' the wealth o' the Astors an' the Vanderbilts couldn't buy it of me."

"Well, now, I'll tell you what!" exclaimed old Elias, his face aglow with enthusiasm. "You fetch out your old drum, Jabe, an' Dave, you bring out your old flag, an' we'll give the folks o' Zoar a little s'prise Dec'ration Day an' learn 'em how to be patterotic. We'll do it all by ourselves an' we'll keep mum about it. You boys come over to my house this evenin' an' we'll work the hull thing out. Dec'ration Day ain't a-goin' to pass by unnoticed in Zoar this year!"

Then the three old veterans harked back in memory and in talk to the days when it cost something to be loyal to one's country, and as they talked their enthusiasm over the plan they had evolved for observing Dec'ration Day in Zoar increased until it ran mountain high, and old Elias voiced the opinion of his two old friends when he said, as they separated:

"I tell ye, we'll wake things up here in old Zoar this Dec'ration Day, see if we don't!"

Dec'ration Day came a week later—

"With breath all incense and with cheek all bloom."

It was a fair day in the little old town of Zoar, among the green hills of New England. To most of the inhabitants of the town the day had no special significance. They were not given to observing holidays in Zoar, and they

had never varied the dull routine of life in the town by observing Dec'ration Day.

It might be that some one recently bereft of those they loved would wander up the grassy slope back of the village and lay a few spring-time flowers on the new-made graves, but there would not be many visitors to the old cemetery, and the little town would not be in holiday attire.

It was about ten o'clock in the morning when the people living at the eastern end of the long, elm-shaded village street heard the sound of fife and drum. When they hurried to their doors and windows at the unwonted sound they saw a strange sight. A little in advance of his comrades and wearing an old uniform of the Union army marched David Corson, proudly bearing aloft a faded and tattered flag. Its red, white and blue folds floated in the soft breeze, and David's long, snowy locks shone in the sunshine. The flag-staff was entwined with flowers and David wore a great wreath of flowers around his shoulders. Behind came old Elias Jordan playing "Yankee Doodle" on his old fife, and by his side marched Jabez Dart, handling the drum-sticks as nimbly as he had ever handled them in the days when he had marched at the head of his regiment to face the foe. Both old men were decorated with flowers, and above Elias's head, on a slender pole strapped to his back, was a placard on which was printed in large black letters:

"Speaking in the Park at Eleven O'Clock!"

Come One, Come All,"

Above the head of Jabez was a placard on which was printed:

"Honor to the Nation's Dead!  
Exercises at the Cemetery at One O'Clock.  
Bring Flowers."

Up and down the long village street the three old veterans marched in the glowing sunshine. The air was filled with martial music, and enthusiasm began to take possession of the fast-increasing crowd that followed the little procession as it marched to and fro. By the time the three old patriots had entered the little park at the western end of the street nearly the entire population of the town

followed them. There was cheering and clapping of hands when the three veterans marched up into the little grandstand in the small park. Then old Elias came forward with bared head and said:

"Ladies an' gentlemen, feller-citizens an' brothers an' sisters: We are met here to-day to do what it is a wicked shame that we ain't done every year since fifteen of Zoar's boys was laid up thar in our little buryin'-ground! We ain't done 'em the honor we ought to of done fifteen good an' true men who give up their lives for their country! It ain't to our credit that we have let Dec'ration Day after Dec'ration Day go by an' never laid a posy on their graves! I reckon that if some of you had been in the war, as me an' Jabe an' Dave here was, if you'd marched miles an' miles in drenchin' rains an' burnin' heat, if you had spent days an' weeks in Andersonville and Libby prisons, if you had seen big, brave, strong men, in the pride of youth, drop dead beside you, if you had heerd the sound of shot an' shell as we have heerd it. I reckon Dec'ration Day would have more meanin' to you than it seems to have now! I ain't much on recitin' poetry, my friends, but there's one piece o' poetry that I think of ev'ry Dec'ration Day, an' that is this:

"Bow down, dear Land, for thou hast found release!  
Thy God, in these distempered days,  
Hath taught thee the sure wisdom of His ways.  
And through thine enemies hath wrought thy peace!  
Bow down in prayer and praise!  
No poorest in thy borders but may now  
Lift to the juster skies a man's enfranchised brow.  
O Beautiful! my Country! ours once more,  
Smoothing thy gold of war-disheveled hair  
O'er such sweet brows as never others wore!"

"I tell you, feller-citizens, I know what was in the hearts of men and women when them splendid lines were written! I know what them fifteen undecorated graves up there on yonder grassy hill mean! They have a right to our honor and respect, an' we ought to do 'em reverence one day in the year! I will now call upon one who served his country nobly all through her four years of struggle for the right an' the true, Mr. David Corson!"

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BEAUTIFUL ARLINGTON, AT WASHINGTON, THE LARGEST BURIAL-GROUND FOR UNION SOLDIERS.—Handy.



TOMB IN HONOR OF THE UNKNOWN DEAD, AND THE TEMPLE OF FAME, IN ARLINGTON. Handy.



MONUMENT TO THE CONFEDERATE DEAD IN HOLLYWOOD, AT RICHMOND, VA.



THE GRASS-GROWN AND NEGLECTED CONFEDERATE CEMETERY AT MARIETTA, GA.—Howe.



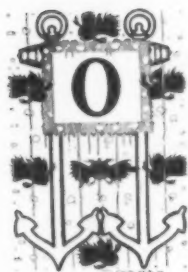
CONFEDERATE VETERANS ON MEMORIAL DAY, AT ATLANTA, GA., DECORATING THE GRAVES OF THEIR COMRADES.—F. L. Howe, Atlanta.

WHERE THE HEROES OF THE NORTH AND SOUTH ARE BURIED.  
A PATHETIC CONTRAST RECALLING PRESIDENT M'KINLEY'S THOUGHTFUL SUGGESTION OF GOVERNMENTAL CARE FOR CONFEDERATE CEMETERIES.



# Our One Great Neglected Industry

THE ARGUMENTS FOR THE SHIP-SUBSIDY BILL AS PRESENTED IN CONGRESS BY SENATORS FRYE, HANNA, AND DEPEW



**Senator Frye's Convincing Logic.**  
OUR ONE NEGLECTED INDUSTRY: Mr. President, it seems to me that the policy of protection has been beneficent in our country. I have no doubt that today industrially we have really no peer. Nearly every industry has been protected, has flourished, and is flourishing. One, and from a national point of view more important than any other, has

for fifty years been without protection, compelled to compete with rivals protected. The logical result follows. With a seacoast of 10,000 miles, equipped with splendid harbors, with forests boundless, with iron and coal enough for the world, with sagacious, enterprising business men, with capital in great abundance, with skilled laborers, with a constantly increasing foreign commerce, we have permitted our rivals, our inferiors in almost all these regards, to seize, upon the pathways of the great ocean to our almost utter exclusion. Our foreign commerce last year amounted to two billion and a little over three hundred million dollars. We carried eight and two-tenths per cent. of it. Our exports last year amounted to \$1,487,000,000. We carried six per cent. of it under the American flag.

**A HUMILIATING PICTURE:** Last year we reached the climax of our decadence. If you will examine the Report of Commerce and Navigation you will find that there did not enter or clear a single American vessel from Germany, or Russia, or Sweden, or Norway, or Denmark, or the Netherlands, or Austria-Hungary, or Italy, or Greece, or Turkey; that one cleared from Belgium in ballast, one from Spain in ballast, and two from France, one of them in ballast. Mr. President, it seems to me that that picture ought to humiliate and mortify beyond expression any patriotic citizen of the United States who glories in the power and prosperity of his country. It is not alone humiliating, it is absolutely dangerous.

**THE EXAMPLE OF OTHER NATIONS**  
Every Senator here knows that Great Britain commenced subsidizing over fifty years ago. He knows that Great Britain has persisted in it from the time it commenced down to now, never with a single cessation. Great Britain is reasonably wise in matters of that kind. Great Britain paid last year in postal subsidies, in admiralty subventions, and in retainers for sailors, a little over \$6,000,000. France paid last year in admiralty subventions, retainers of sailors, bounty construction, and postal subsidies, over \$7,000,000. Germany, commencing only a short time ago to reach out into the markets of the world, paid over \$2,000,000 last year, and has just established two lines to the East, heavily subsidized. Austria-Hungary paid \$1,724,000. Spain paid to one single line \$1,629,000. I think that has been reduced a little, but I could not succeed in finding out how much, since she lost her colonies. Japan, a country which within a few years has sprung into life as one of the great countries of the world, paid last year \$3,492,000, and the United States paid \$998,000. Now the question for us, it seems to me, is, Are we to submit to this humiliating and wretched condition of things? There is one reason beyond pride in country which I wish to suggest just at this moment. These nations have paid those postal subsidies for the purpose of establishing mail lines from their great commercial ports to the commercial ports of the world. For what purpose? For purposes of trade, and for nothing else.

**NO CONTRACTS PROVIDED FOR:** There was previously complaint made that in the bill which was before Congress at the last session provision was made for the making of contracts which lasted thirty years, and Senators figured that it would cost anywhere from \$500,000,000 to \$1,000,000,000 to meet those contracts. This bill provides for no contracts. The only contracts are postal subsidy contracts in the general subsidy law, and the Congress of the United States can repeal it at the very next session if it pleases. It is left entirely in the power of Congress to deal with this general subsidy as it pleases. If it works well, as I hope it may, I know that Congress will not repeal it; if it works badly, I know that Congress ought to repeal it or amend it. It is in the power of Congress to do either without any contracts to bind us in any possible direction.

**A MARKET FOR OUR SURPLUS PRODUCTS:** Mr. President, there is not a nation on this earth that needs mar-

kets for surplus products more than does the United States of America. The year before Mr. McKinley became President of the United States our exports amounted to \$882,000,000. Last year they amounted to \$1,487,000,000, nearly double. The year before Mr. McKinley became President of the United States our exports of manufactured products amounted to \$228,000,000. Last year they amounted to \$412,000,000, nearly double. And that increase of product is to go on year by year, year by year. Suppose you do not find markets for your increased product. Suppose you find yourself with a surplus on hand which you cannot sell. Then stagnation; capital without profit, wage-workers without pay. Is there any one who for a single moment would dream that it is profitable for us in endeavoring to find those markets, to seek them through our enemies in trade? Suppose there is a merchant in this city. Would you dream that

ducer and the consumer must solve that proposition, and not theorizing as to what it is good policy to do, whether you subsidize a ship or whether you do not. Give them the opportunity for this contract. Bring business men together, the purchaser and the man who has the goods to sell, and they will find a way to exchange commodities or to sell their products.

**THE MERCHANT MARINE AND THE NAVY:** When the necessity arises, as it did in the Spanish war, where will the United States be? In that emergency for the transportation of troops and munitions of war almost everything that floated in the Atlantic waters was pressed into service. At that period the people of the Atlantic coast were trembling at the thought that possibly there would be an invasion from Spain by her terrible vessels, and every man who had an interest in any direction upon the coast was petitioning Congress for the protection of the seacoast. Now, Mr. President, with that lesson to remember, and with a full realization that in future events and conditions we may be brought face to face with a more serious complication of arms, when it will be more important for us to have a navy and an auxiliary, and when we find that the policy and the opportunity offer and that the people of this country are in favor of it, if this measure should be passed by and neglected by Congress, who would be to blame? "In time of peace prepare for war." We are doing that. We are building a splendid navy, and the Congress stands ready at every session to vote millions of dollars for its construction; but I say it is just as important as a national question and as an economic policy to carry with that expenditure measures for an auxiliary navy and a merchant marine.

**HOW THE BILL IS REGARDED ABROAD:** Nothing has disturbed the equilibrium of the ship-owner of England and Germany so much as has this bill, which has been discussed openly and publicly upon the floors of Congress for the last two or three years. If I wanted to fortify argument by newspaper articles or articles from magazines or interviews I could fill pages of the "Record" with such articles written in England and Germany, and I could furnish testimony that would show that a concrete effort has been persistently made from the very beginning of the discussion two years ago, by all the influences that could be brought to bear upon Congress, to defeat this measure. I could furnish evidence from the statements of the presidents themselves of some of the

largest steamer lines in England that if this new American policy, so mentioned, should be a success, in fifty years the United States would lead the world in ocean transportation.

**THE AMERICAN FLAG SEEN TWICE IN THREE YEARS:** The Senator from Georgia stated that we have frequent mails from both the Pacific and Atlantic ports upon irregular steamers, which I should call tramp steamers. That is true. The United States government, in order to get any mail at any time to a certain port, is driven to take advantage of whatever steamer may happen to be sailing to that country; and it is only a happening, because there are no regular lines other than those established as mail-subsidy lines by foreign governments. Not even a single steamer of that nature flies the stars and stripes to-day, so far as I know. The reports from the Suez Canal for the last three years show that, out of a passage of thousands of vessels through that great waterway, the American flag was seen but twice in three years, and once that flag was on a yacht. When it is claimed that about eight per cent. of our export trade is carried in American bottoms, I think it is an understatement.

**THE APPEAL TO AMERICANISM:** If we have any respect for the enterprise and the progress of our competitors in Europe, we will not wait until they subsidize lines that will take and occupy the new fields, so that by the time we have made up our minds to try the experiment on the part of the government of the United States, we shall find we are too late. That is not Americanism. That is not the spirit which should actuate an American Congress in dealing with a proposition which is entirely foreign to any political suggestion, but is simply a part of our great and growing development to which we take pride in pointing, as does my friend, the Senator from Georgia. It is necessary, in order to keep pace with the progress of the world, exercising the intelligence and experience of which we are proud, with all the natural advantages that have come to us as a gift from Heaven, placing the responsibility upon us to improve those opportunities.

Continued on page 530.



A TYPE OF AMERICAN MERCHANTMAN UNDER FULL SAIL.

that merchant for a moment would think of hiring the commercial agent of a rival house to find markets for his goods? Is there a Senator who doubts that an American ship, commanded by intelligent, active, earnest, interested American officers, is a better instrument for the distribution of our products abroad and for the finding of those markets than a German ship, officered by Germans, Germany being the dangerous rival of the United States of America in all this business for the next twenty-five years?

**FREE SHIPS NO REMEDY:** Some of our friends on the other side—and there is an amendment to that effect—think that free ships constitute the remedy; and yet the same Senators who say that free ships are the remedy insist that we can build ships just as cheaply as they can be built anywhere else. Then what would be the benefit of free ships? If, on the other hand, our contention is right, that ships cost twenty-five per cent. more here than they do abroad, then what would free ships do? They would close every shipyard in the United States against ever building any ships for the foreign trade. There would be your standstill. They would be confined to building coastwise vessels alone.

## Senator Hanna's Patriotic Plea.

**A BILL FOR THE BENEFIT OF THE SOUTH:** It is a well-known fact, Mr. President, that nearly every cotton mill in the South, all of which have been very prosperous in the last few years, finds its market in northern China, and when the opportunity was offered and the rate of freight and contract for delivery could be made which transported those goods from the side track of the mills and delivered them into the warehouses at Hong-Kong or Yokohama, that trade began to grow and grow, and is to-day the most profitable branch of any manufacturing industry which the Southern States have. I wish that those states might be spotted over with cotton mills, so that the cotton growers and their laborers, who are looking for work, may seize the opportunity when it comes. I want them to have all possible opportunities, but this question of the connecting link between the pro-



## The Varied and Interesting Career of the Well-known Copper Expert. Professor George A. Treadwell

By Jasper

THE vast increase in the use of copper in many lines of manufacture, and particularly in the ever-enlarging field of electricity, has constantly enhanced its value, so that the world is becoming more and more interested in the brown metal, in the way in which it is mined, and in the experts who have devised the most useful and interesting processes of mining and refining it. Professor George A. Treadwell is a distinguished expert in metallurgy. For three years he held the chair of assaying and metallurgy in the Dexter School of Mines in London, England; for several years he presided over a large laboratory in America for the expert examination of ores; but the greater part of his life has been devoted to practical mining, to prospecting, and to carrying on the operations of mines in all parts of the great mineral fields of the United States and Mexico. Professor Treadwell has himself inspected and operated during his career about four hundred mines. It is a remarkable record of activity and a life that is full of all the interest and romance of the wild existence, the varied hopes, successes, and disappointments of the miners' picturesque life.

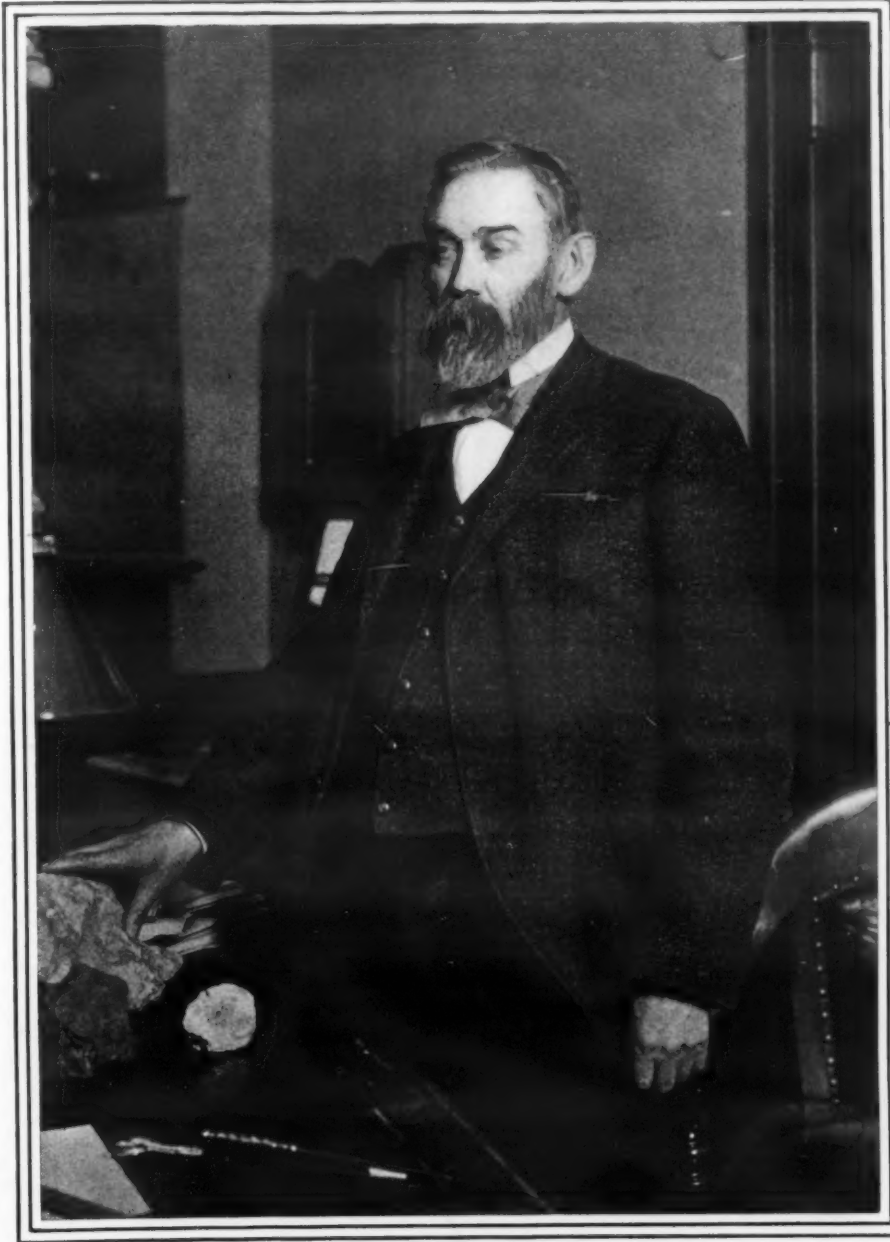
Among mining men the name of George Treadwell is as familiar and is as highly respected as is the name of Washington among American children. Inasmuch as it was Professor Treadwell who discovered the possibilities of the United Verde copper mine in Arizona, it is of interest to know that he has brought suit against Senator Clark, demanding an accounting; for Professor Treadwell was a heavy stockholder in the original Verde Copper Company, which was absorbed by Senator Clark's company, and this stock has been extremely profitable to Mr. Treadwell. It was directly the fruit of his superior technical knowledge of copper.

Professor Treadwell has passed the meridian of life, and ever since his earliest manhood he has been a student of the science and the practical problems of mining. Mr. Treadwell was a Maine boy and his attention was first attracted in a peculiar way to the business to which he has devoted his life. One day he was walking along Wall Street when his eye was caught by a huge piece of copper ore, which weighed, he says, more than a ton, and was placed in front of the old Exchange Building. It was a chunk of metallic copper that had been brought from the now famous Calumet and Hecla copper district of Michigan, mines which were then just opening. The crude copper ore interested young Treadwell. He wanted to know in what kind of formation the curious heavy mass had occurred, and he wondered if one could mine it to make it pay. And it was just this little incident which started the man on his career.

Young Treadwell began studying assaying and metallurgy with Dr. John W. Draper, who was at that time a famous chemist in New York City, and Dr. Draper is known, too, for a very important invention—for it was he who made the daguerreotype possible. The young man, studying with intense interest under so worthy a master, at once absorbed a vast amount of information directly concerning the mining and assaying of ores. This brought him into recognition among other experts, so that he became intimately acquainted with Professor James D. Dana and Professor Benjamin Silliman of Yale. His close friendship with these prominent men continued through the years of change that followed and until their death many years ago.

The first practical recognition of young Treadwell's knowledge of copper came in 1858, when his father, who was contemplating the purchase of copper properties in Michigan, sent his son to the lake districts of that state to investigate and report on the properties. The report was so satisfactory that later his father sent him to California, where Mr. Treadwell, Sr., had bought some gold interests. This was many years after the gold excitement of '49.

"The warning that my father gave me then seems amusing now," said Mr. Treadwell recently. "I remember that he told me that mining was a good business, but that if I was not careful it would cost me more to get the metal out of the ground than it was worth. Of course, it is the extensive and varied use of copper in electricity that makes it valuable. A low grade copper mine in those days was practically worthless. It is not so to-day, however. When I went to California I stopped first at San Francisco. Then I went out into the rough mining country, and it was rough then in more



PROFESSOR GEORGE A. TREADWELL, THE DISTINGUISHED MINING EXPERT.—Dunn.

ways than one. Most of the mining was for gold, but I was looking out for copper, and I remember that I investigated the mine of the Union Copper Company in Calaveras County, and many others less noted. Mining was going on on a small scale, most of the ore that was taken out being low grade. This sort of mining did not pay. I realized that in order to make money out of copper it would be necessary to dig it out in large quantities, and big mines were scarce then."

In those early days there were very few places of mining importance that Mr. Treadwell did not visit. For some time he had a laboratory in San Francisco, where he tested metals for those who were investigating the mining fields of the Pacific slope. Then he himself went to Nevada and Utah and operated with great profit in the silver fields, and he was in the former state during that sudden and remarkable increase in its population which enabled Nevada, then a territory, to be admitted to statehood, a population which was afterward reduced below that required for admission as a state, although it has since come to the front again. Mr. Treadwell, constantly studying the problem of copper, was obliged to give his attention to the mining of gold in order to make money enough to sustain himself.

Copper was not profitable, and although Professor Treadwell examined between three hundred and four hundred mines he found none that produced ore enough, as the metal was valued in those days, to make the mining of it pay. In 1878 the investigator went to Arizona and accepted the position of superintendent of the famous Vulture mines of Arizona, and built there what was then the largest stamp mill in the world. His was an eighty-stamp mill and before that time a fifty-stamp mill was the largest known. The Vulture was a gold mine and produced the lowest grade ore of any gold mine worked at that time, but ore assaying only \$3 a ton was worked at a profit with the new methods devised and introduced by Mr. Treadwell, although water had to be piped fourteen miles over a mountain.

All the time Professor Treadwell continued to investigate copper, and he discovered or developed some of the mines which have since turned out to be among the richest in the world. Among these he attempted to get the Copper Queen, a mine which now produces between two and three million dollars' worth of copper every year. And

in connection with Mr. Treadwell's experience with that mine there is an interesting, and to him an exceedingly unfortunate, incident. The expert went into the mine and thoroughly examined it. There were not many who understood the peculiar nature of copper. The prospectors and miners used the same theories and methods in dealing with it as with gold. They supposed that copper, like gold, occurred in veins, and when a vein was exhausted that it was evidence that there was no more ore in that immediate vicinity. They were wrong, and Professor Treadwell knew it. He knew that copper occurred in great swells, like lakes, and that when one of these was found the rich ore might occur in many directions from the starting point. He inspected the Copper Queen mine and through his superior knowledge of the nature of the metal he saw that it was extremely valuable, and he obtained an option on it for \$10,000—a mine that is now producing between two and three million dollars' worth of ore every year! Then occurred the sad incident. Because another man drank a little too much bad whiskey Mr. Treadwell lost the chance to buy the Copper Queen for a song. The man whom he sent to take up the option became intoxicated and never reached his destination.

It was in 1882 that Professor Treadwell came upon the United Verde mine. Those who had located it before that time did not have the means to develop it. Professor Treadwell and his friends incorporated a company with a capital of 300,000 shares of the par value of \$10 each, and sold a considerable amount of the stock of the company at \$1 a share. Now this same stock is worth \$300 a share and pays in dividends \$18 a year per share. During the first year's run copper sold at from twelve to fourteen cents a pound, but in 1884 it fell to eight and a half cents a pound, so that its mining was not profitable, and Professor Treadwell closed his mine.

Then in 1888 William A. Clark took a lease on the mine and gave the company half of the profits—\$30,000 a month. He also took an option on 262,000 shares at \$1 a share, on which he made quarterly payments out of the earnings of the mine. Mr. Treadwell retained part of his interests, which the great rise in copper prices has made so valuable. In the suit which he has recently brought against the United Verde Copper Company he claims that all the profit which is due him has not been delivered either by Mr. Clark or the company.

Professor Treadwell was not satisfied with his success in the United Verde and other mines, but continued his investigation in the same field. In the same rich copper district he secured control of eighty claims near Jerome, now brought into one organization known as the George A. Treadwell Mining Company, the only enterprise in all his forty years' experience to which he has ever been willing to give his name. In that forty years he has recommended many mines, and no one has ever lost a dollar by investing on his recommendation. He says he is too old now to spoil that record and is willing to let his reputation rest on the success of this enterprise, which he thinks offers his friends an even better opportunity for investment than did the United Verde. Mines have already been opened at four points, and in one of the groups he has discovered one of his richest finds in copper in a shaft that had been abandoned by Senator Clark. Had the Senator's men dug five feet further they would have found the deposit. The ore in this mine is rich not only in copper, but in gold and silver as well. The body of ore is now seventy-four feet wide and still widening. Professor Treadwell, although he is president of the company which he has organized to develop his new properties, does not personally conduct the mining operations, leaving that to his son, Erwin D. Treadwell, while the father remains in New York City. In his office at No. 27 William Street the other day he was telling something about copper.

"The surest sign of its presence," he said, "is the evidence of iron oxide in the soil. Iron oxide is simply iron rust. You can always tell it because it is red in color. In our Western country it invariably overlies copper sulphide deposits. I can remember the burst of joy which has come to me in my years of prospecting when I would come across a large out-crop of that red iron rust. I knew then that I was treading on enchanted ground. Those days of excitement are over now, and I am resting on my oars. Give the young men a chance."



# Farewell to the Chinese Miner

HE IS DISAPPEARING BEFORE THE MARCH OF MODERN METHODS

By Oliver Shedd

ONE OF the most picturesque figures in the development of America's vastly varied resources was the Chinese miner of the Pacific coast; and in the gold-rush days of California, in the gold and copper boom of British Columbia, in all the mining history of the Pacific coast, he has been one of the most interesting characters of a life full of romance; but the Chinese miner is disappearing, for the days of placer mining are nearly done, and the Chinaman, because of the temperament which is as much a part and peculiarity of him as his narrow, slanting eyes, will be a placer miner only. In California, Oregon, and British Columbia days, thousands of the yellow Celestials made great fortunes which they were very careful to conceal until they returned to their own "Flower" country, there to live in splendor among their people. They made their money in placer mining and the gold which they accumulated they washed from the loose surface ore. They seldom went under ground; they had a strange fear of a mine where men work day and night by the dim light of the little glimmering lamp of their caps under the treacherous mountains of rock. Yet miners who have worked for years in the same camps with Chinamen say that in other respects the yellow men show a strange courage. In the southern part of British Columbia, particularly in the Similkameen Valley, there are rich copper mines with an occasional streak of gold, and at one time in this mining district there were many Chinese placer miners. Patient and industrious, they would stand during the long hours of the day, their bare legs in water that was ice cold. It was the water of the mountain streams, clear as crystal and piercingly frigid, coming directly from fields of melting snow. It was a test that no white man could endure. The icy water brought the white man immediate pain, and its effects afterward produced all sorts of physical ailments. But the Chinamen bore it patiently, because they were making money; they showed a peculiar courage in another way.

At night, when there was no longer light to wash out gold, the Chinamen would go often a long distance to their camps, to reach which they would be obliged to pass through the wild, dark woods, uninhabited excepting by dangerous wild beasts. During the intense darkness one of these stealthy animals might creep up softly behind a man and bear him down in its great claws before he was aware of his danger. This lone walk at night through the trackless forests no white man would undertake. He realized too well and feared the dangers. But the Chinamen seemed to have no fear of it, and strangely enough they were rarely attacked. Yet the "Chinks" would not work underground in mines. Almost invariably

they feared the caving of the rocks. It did require a little "nerve" to work in these mines, for in the days when the work was imperfectly done "cave-ins" were frequent.

And there was another peculiar thing about the Chinese miners—they were never pioneers. They never took the lead in the search for fields of precious metals. They always followed in the footsteps of the white man, preferring to secure by their superior patience and persistence what the daring Caucasians passed over in search of richer opportunities. In the Similkameen Valley many Chinamen lingered after the impatient pioneers had gone further northward; and in remaining there the Mongolians showed for once, at least, what might seem to be a superior wisdom, for that valley has since developed into one of the richest of the Pacific coast, particularly in copper, which the tremendous demand created by the extensive and increasing growth of the use of electricity has made even more profitable than gold-mining. For many years the valley was filled with Chinamen. There were Indians there, too, the natives of the country, and white men who came to push the development the furthest by the modern methods of mining and smelting.

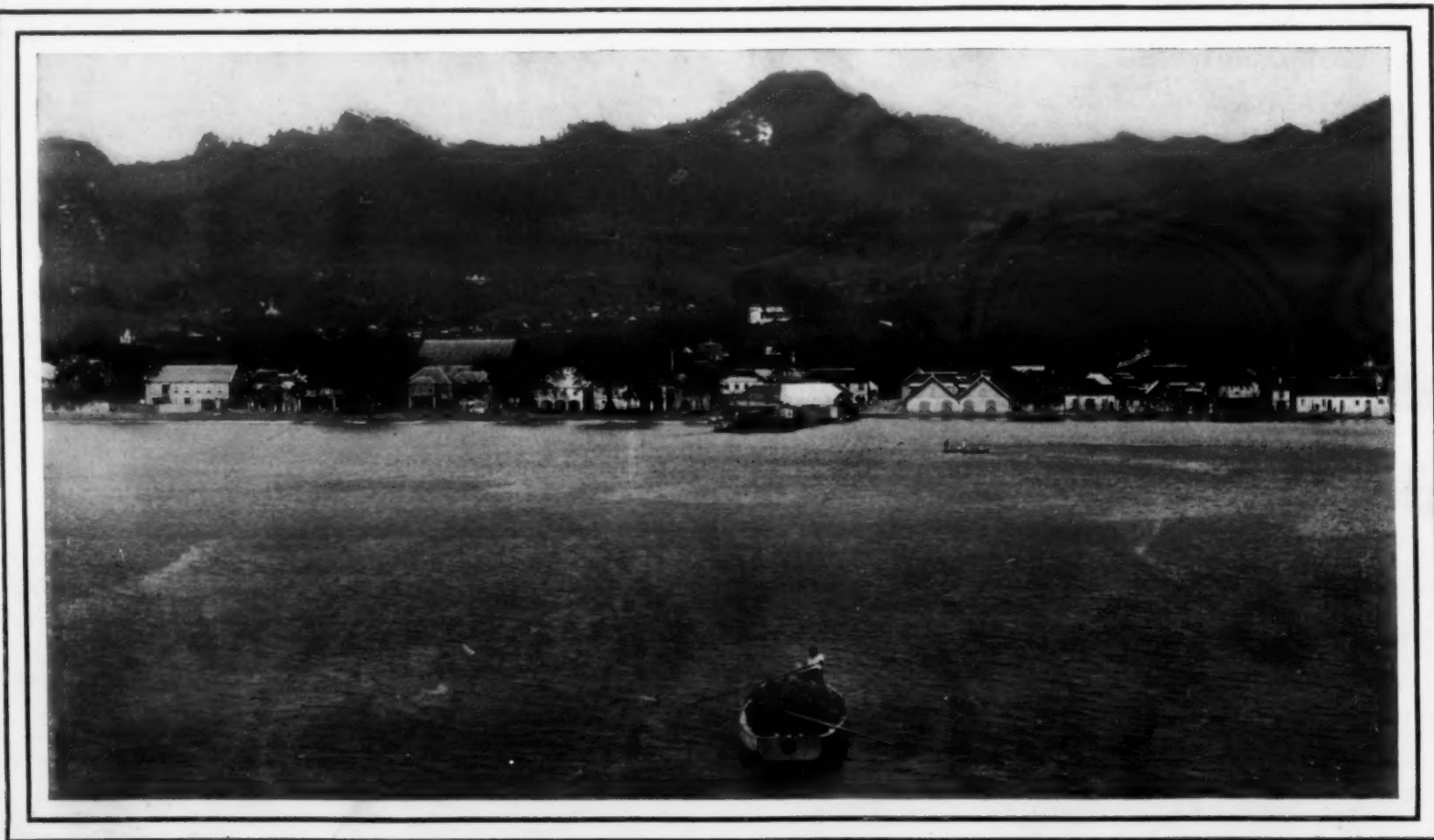
The whites, the Indians, and the Chinese were associates in the same camps, and this fact brought about the use of a new and interesting language. It was called "Chinook." It was an odd combination of the Indian, Chinese, and English, and its vocabulary contained only such words as were in frequent use in mining and camp life. Then, as the Americans, with new methods of mining, gained possession, the Chinamen gradually departed, so that now the field is left to American miners, who, by digging into the mountains, are finding a wealth of ore, and particularly rich copper ore, that was hitherto unknown. And by their new methods of smelting, where the dross can be separated from the pure metal cheaply, these miners are making huge fortunes. And so it is in the history of mining in this district.

The pioneers took only a part of that which was on the surface, so to speak, that which did not require engineering enterprise to obtain. Then along came the Chinamen, patiently washing out day by day the dust of gold and copper. Then followed mining engineers, who, by their superior facilities and capital, are making the largest fortunes of all. One of the most extensive of these mining organizations is the great Olalla Copper Mining and Smelting Company—and it illustrates this phase very nicely—which has been organized with a capital of eight million dollars and to operate an extensive group of the richest mining properties in the valley, comprising 2,500 acres.

Having secured valuable property, the company builds a smelter at its mine, always at the lowest point in the valley, so that ore can be carried to the smelter from the mines by gravity. A railroad, built for the purpose, carries the smelted product to the great lines of the Canadian Pacific or the Great Northern. The town of Olalla itself becomes a part of the property and the operations are on a large scale—in strange contrast to the petty operations of the patient Chinamen, spending their days in icy water washing out the little particles of metal. The organization of a company with facilities such as this one marks the beginning of the greatest development of a district like this in southern British Columbia. It promises to become one of the richest and most profitable mining districts in the country, because its development has shown that nowhere among all the known mining camps of the present day can an equal amount of mineral wealth be shown within a similar radius as is controlled by this one company, the Olalla, which has its Eastern headquarters in the Temple Court Building in New York City; for it has been demonstrated that there are millions of tons of copper ore in the district, enough to make every stockholder of the company a wealthy man. And all this wealth the Chinaman, patiently washing out the metal in the icy streams, overlooked.

## For the Purification of Milk.

THE RECENT arrest and haling to a New York police court of a wretched and suffering woman for the alleged crime of trying to end her miseries with her own hands makes it pertinent to inquire why the absurd and unreasonable law making attempts at suicide a criminal offense was ever put on the statute-books of the state. Proceedings under this law are always either purely farcical, or cruel and unjust. We question whether there is a single case on record where the full penalty attaching to attempts at self-destruction has been imposed and the little punishment usually inflicted is too much. All experience and observation go to show that the vast majority of persons making such attempts are in a mental and physical condition requiring the services of a physician rather than a jailer, and deserving more of pity than of punishment. It is simply inconceivable that such a law can have the slightest deterrent effect, and what other good could be expected from it is past finding out. To the best of our belief there is not a single European country in which such a law exists, and there is no sound reason for its existence here. We might as well have a law making somnambulism a penal offense. This is not to be construed as a defense of suicide under any circumstances, but merely an argument in favor of decency and common sense.



ST. VINCENT, W. I., WHERE 2,000 LIVES WERE LOST BY A VOLCANO'S ERUPTION.

LA SOUFRIERE, THE ACTIVE VOLCANO, IS BACK OF KINGSTOWN, THE CITY ON THE COAST, WHERE THERE ARE 3,000 HOMELESS REFUGEES.—W. H. Rau, Philadelphia.



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## Hints to Money-makers

NOTICE.—This department is intended for the information of the regular readers of LESLIE'S WEEKLY. No charge is made for answering questions, and all communications are treated confidentially. Correspondents should always inclose a stamp, as sometimes a personal reply is necessary. Inquiries should refer only to matters directly connected with Wall Street interests. Subscribers to LESLIE'S WEEKLY at the home office, at regular subscription rates, namely, \$4 per annum, are placed on a preferred list, which entitles them, in emergencies, to answers by mail or telegraph. Address "Jasper," LESLIE'S WEEKLY, 110 Fifth Avenue, New York.

THOUGHTFUL investors and speculators will not misunderstand the deep significance of the recent action of the New York Clearing House Committee regarding banks and trust companies that clear through that association. It must be remembered that the Clearing House is the safety valve of our financial centre when the latter is under its greatest pressure. In every panic the Clearing House Committee has come to the front in the nick of time, to save the situation from its greatest peril. The Clearing House Committee is the master of the situation. It has come to realize that speculation has reached a condition that threatens grave peril. Trust companies have been multiplying, and, not being under the same supervision and regulation as national banks, have been able to support questionable financial projects by loaning money freely on collateral which could not and would not be accepted by national banking institutions.

The Clearing House Committee has now decided that all banking institutions, including trust companies, that seek the accommodations of the Clearing House must be examined by a committee appointed for that purpose, and that the Clearing House shall hereafter have the power to require banks and trust companies enjoying Clearing House privileges to keep such a fair percentage of lawful money reserve as may be determined by the committee. These resolutions apply to new banking institutions, but they may be the forerunners of others which will be applicable to all. Unfortunately, many of our leading bankers are also among the officers of the great trust companies, and cannot, therefore, be expected, if personal considerations have weight, to make exacting requirements of the old established trust companies, including some of those that have been notoriously expanding their business on far from conservative lines.

The greatest danger to the present speculative disposition lies in the possible attitude of the banks toward it. They have been very lenient thus far, perhaps because there has been no sense of great immediate danger, but the fact remains that, if speculation should become so rampant as to threaten financial disaster, the banks, under the guidance of the Clearing House Committee, would not hesitate to resort to the most drastic measures. A general calling in of loans and an increase of interest rates would quickly take the life out of a speculative movement, especially in the new-fangled, well-watered industrials, which, like some patent medicines, are of the proprietary class—that is, owned by one man or a few men, as proprietors.

We have seen during the past few weeks what manipulation, largely by proprietary interests, can do, in the sudden rise in Bay State Gas, International Power, General Carriage, Hackensack Meadows, Adirondack Railway, and other shares. No doubt considerable money was made by the manipulation of these things, but heavy losses fell upon those who were caught in the maelstrom. I have never advised the purchase of any shares for gambling purposes, for, while one may draw an occasional prize in a lottery, the uniform history of events shows that the gambler, in the end, must always be the loser at any game he may play. The chances are always against the player.

"D. K., Poughkeepsie, N. Y.: I will make inquiries."

"J., Cincinnati: The notice at the head of my column answers your question."

"J. A. C., New York: Check received. You are on my preferred list for one year."

"B., Hinsdale, Ill.: They are not members of the Stock Exchange and have no rating."

"C., Cleveland: Dividend was paid on Yuma Consolidated M. and M. Co. stock April 10th."

"G., Bennington, Vt.: Harrison & Wyckoff, members of the Stock Exchange, trade in small lots."

"E., Sault Ste. Marie: Check received. You are on my preferred list and preferred mail for one year."

"S., Philadelphia: Walter S. Burns, 630 Bourse, represents Dougherty & Albers in Philadelphia."

"G., Pittsburg, Penn.: Letter received. As a regular subscriber at the home office, you have been put on my preferred list."

"A. G. M., Elizabeth, N. J.: I have no doubt the article is a high-priced advertisement. The stock is speculative and the company heavily capitalized."

"R., Lambertville, N. J.: I will make inquiries regarding the Las Adargas Mining Co. Some things about their prospectus need elucidation, it seems to me."

"C., South Dakota: It takes a week to get out an edition of LESLIE'S WEEKLY, and my articles must therefore usually be written a week ahead of publication."

"A Reader, Benton Harbor, Mich.: You have named about as undesirable a lot of speculative schemes as could be found. Keep out of them all and stay out."

"H. B., Chicago: I am investigating the statements of the National Fibre and Cellulose Co. and the Doremus Automatic Vending Company, and will report later on."

"T., Grinnell, Ia.: The papers have had a good deal to say about J. Overton Paine & Co. If you had watched this column you would have observed the character of the comments and criticisms made upon the firm's methods."

"H., Buffalo, N. Y.: The Cripple Creek Free Gold Mining and Milling Co. does not recommend itself to me as an investment. Its financial agent is offering to pay newspapers for notices, in stock, at six cents a share."

"A. B. C., Cincinnati: Anonymous communications are communications which are not signed by the name of the writer. I do not answer letters from persons who have not sufficient confidence in me to sign their letters."

"W. H. S., West Albany: I do not advise the purchase of the Cripple Creek Gold Temple Mining Co.'s stock. (2) The investigations I have made regarding the Realty Company do not give me a very high opinion of the latter."

"Cecil, Baltimore: While the condition of the entire market is so unsatisfactory that I hesitate to advise purchases of anything, I still believe that on reactions there are good speculative chances in Clover Leaf, Texas Pacific, and Wabash B debentures."

"S., Indianapolis: You are right on Monon common and should have purchased it on the decline. (2) I am making inquiries. (3) No. Observe the recommendations of this column, act cautiously, be patient, don't gamble, and you can accomplish something for yourself."

"P. O. L., Harlem: Wabash common may have value because of its voting power, but it is a long way from dividends. Until the reorganization scheme is disclosed I will regard it as highly speculative. On reactions, however, Wabash is an active cheap stock in which to trade."

"S. E., Wheeling, W. Va.: Check received. You are on my preferred list for one year. I see no value in Republic Iron and Steel common, yet Wall Street manipulators, who all seem to be carrying loaded dice in these days, may give it a fictitious value. The preferred is not an investment for a long pull."

"Gates, Brooklyn: Denver and Rio Grande common sold last year as low as 29 1/2 and as high as 53. The road is doing well, but there is \$44,000,000 of preferred ahead of the \$38,000,000 of common. There have been reports of dividends on the latter, and if your advice regarding its earnings are authentic the common is a good speculative purchase on reactions."

"D., Wilkesburg, Penn.: (1) I do not advise the short sale of any local traction stocks, because they are in very strong hands, and thus far have been well protected. (2) I do not think the T. C. I. annual report was full and frank enough to give a fair idea of the company's business and condition. (3) He sells what he does not own and borrows the stock to make delivery. (4) The dividend belongs to the purchaser."

"L., Brooklyn, N. Y.: I would be inclined to take a profit in this market, even in the coal shares, but I would not care to advise you to sell at a loss. Unless labor interests generally become entangled in the coal miners' trouble, the situation will not be more acute than that which followed the strike of the steel and iron workers last year. Of course the market is constantly losing its vitality and some day must collapse."

"L., Jacksonville, Fla.: (1) The sudden slump in American Elevated stock to about half the price it had been selling for on the curb shows the danger of dealing in highly speculative shares regarding which no information is given out. (2) The strain on the money market in New York has compelled some big operators to seek loans in the great cities of the West. If tight money continues I see no hope of a summer bull movement."

"L., Brooklyn: (1) I am unable to give you information regarding the United Realty and Finance Company, as the concern declines to make a statement for my information. The company was recently formed and is largely made up of the members of the Halter Investment Company, which, not long ago, floated a mining scheme, the stock of which I do not now find quoted. (2) I am not advising the purchase of the securities."

"A., Altoona, Ill.: (1) It is said that developments favorable to the Kansas City Southern, in connection with an important extension of that road, are responsible for its present rise. Those of my readers who bought this stock at the low prices prevailing when I recommended it a year ago have made money. (2) It seems foolish to talk of a bull movement when stocks are selling higher than the high prices prevailing before the May panic of last year."

"Banker, Des Moines, Ia.: (1) A stagnant market, with feverish symptoms and sharp breaks in investment and speculative securities, whenever any quantity of them is offered for sale, shows an unhealthy condition of affairs. (2) The fact that the underwriters of the United States Steel Corporation will make 40 per cent. on the \$200,000,000 of its securities which they originally underwrote and 160 per cent. on the cash they really paid in, shows that more money has been made in the manipulation of the steel trust combination than in the purchase of its shares."

"R., Providence, R. I.: (1) I have not believed in the Lawson copper shares. Lawson is too much of a speculator for me to have much confidence in what he says. I hear reports that the copper situation is improving, however, and that antagonistic interests are becoming reconciled. If this should turn out to be true the leading copper stocks will advance. (2) The Southern Pacific road is being put in excellent shape and can be made a dividend payer if crop conditions do not become too bad. It would be well to take quick profits in this market."

"S., Harrisburg, Penn.: (1) The ship combine of Mr. Morgan may not have smooth sailing. Already we have rumors of a London company which will run its own Atlantic greyhounds, and this means opposition. (2) The attack of the Federal government on the Northern Securities Company, followed by the attack on the beef trust and possibly on the coal trust, shows the drift of things and presages a general assault on industrial combinations by state and Federal legislation. This must inevitably lead to the same sort of general reorganization of these corporations which was forced upon the railroads in the era of adversity ten years ago."

"Grateful, Toledo, O.: (1) The absorption of the Monon by the Louisville and Southern roads is precisely what far-seeing operators predicted would happen, and it is for this reason that I advised the purchase of Monon common at about half the price at which it subsequently sold."

(2) The outlook for the winter wheat crop, indicating a yield of over a hundred million bushels less than last year, is significant. The chances of a bad crop year are thus emphasized. If the corn crop should fall below the average we shall see hard times within twelve months. The decline in our exports is becoming noticeable, amounting to over \$13,000,000 since January 1st, as compared with the figures of the preceding year.

"P. M., Syracuse: Ex rights means that the stock is sold without the right that was given to each shareholder to subscribe proportionately to the new issue of stock. These rights were equivalent to a stock dividend. If you held New York Central when the right was given, you were entitled to it, and with it the stock is worth as much as ever. I would not sacrifice the shares. (2) The recent statement of Tenn. Coal and Iron was not favorable on its face, but there are signs that it was not intended to be particularly favorable, and I would not sacrifice it. (3) I think better of Reading than of Erie, but the coal strike is liable to affect both properties. The preferred are better than the ordinary shares, because, in case of a slump in the market, the dividends will carry them."

Continued on page 528.

## FINANCIAL AND INSURANCE

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## Hints to Money-makers.

Continued from preceding page.

"E. E. E. E.," Bridgeport, Conn.: A speculation.  
 "Karl," Green Bay, Wis.: Will investigate and report.  
 "K." Decatur, Ill.: (1) Unreliable. (2) No rating.  
 "J. S. P.," Phoenix, Ariz.: Anonymous communications not answered.  
 "Anthracite," Scranton, Penn.: Anonymous communications are not answered.

"S." Lancaster, Penn.: It does not claim to be an investment stock and is purely speculative.  
 "C. O." Chicago: It is over-capitalized and highly speculative. I do not advise its purchase.  
 "W." Otterbein, Ind.: I am inclined to think that the purchase at present would be satisfactory.  
 "J." Ausable, Mich.: Your inquiry refers to a life insurance question, not to a Wall Street matter.  
 "K." Albany: You are slenderly margined in such a market, but believe you are safe in holding your M. K. and T. preferred.  
 "W. H. W." Brooklyn: The Booklovers' Library has been very successful thus far, and its success invites competition, which is already making itself

felt. I therefore do not regard the stock in the light of a permanent investment. (2) No.  
 "E. E. S." Trenton, N. J.: I do not advise the purchase of Federal Wireless Telegraph and Telephone stock or any of the other wireless telegraph stocks at present.  
 "J. F." Brooklyn, N. Y.: Various reports regarding a coming rise in Union Copper have been heard for some time. There seems to be manipulation of it on the curb.  
 "F. L. G." Brooklyn: Thank you, but Cuthbert Mills is wrong. The attack of the college professor on the steel trust was not inspired. It was entirely natural under the circumstances.  
 "D." Oshkosh, Wis.: I certainly do not commend the "Hoyle" schemes, which offer to make money for you, provided you will divide the profits, but which make no offer to share your losses.  
 "S. H. C." Wyoming: (1) The Bell Telephone Company and its auxiliaries are mostly profitable and prosperous. (2) Thus far, the independent companies have not injured the Bell to a noticeable extent.

"F. B." Denver, Col.: I would not advise investments at present. Put your money in a trust company and no doubt there will be excellent opportunities for investments in high-class securities before fall.  
 "B." Butte, Mont.: You will find the information regarding railroads and industrials quite fully set forth in the "Manual of Statistics, Stock Exchange Hand-Book for 1902," published at 220 Broadway, New York.

"J." Cleveland: The National Fibre and Cellulose Company appears to be a revival of a Philadelphia scheme that promised wonderful returns from the manufacture of products of corn stalks. It looks very experimental.  
 "E. A." Omaha, Neb.: The fact that the Consolidated Tobacco bonds were issued at par in part for the Continental Tobacco common shares, which had never paid, and hardly ever earned, a dividend, has made them undesirable from the investment standpoint. They are a fair speculation.

"J. L." St. Louis: (1) It is proposed to reorganize and assess the concern. You had an opportunity in the recent flurry to get out nearly whole, and should have taken it. (2) You may come out all right if you hold. (3) I think it is no disadvantage. (4) Do not see how you could escape the assessment.  
 "S." Cumberland, Md.: The New York California Oil Company holds about 100 acres of oil land near Bakersfield, Cal. The capital of a million dollars looks large, considering the amount of oil it is producing. (2) I do not advise the purchase of the mining shares. (3) The Eastern Consolidated Oil Company is simply a speculative scheme.

"Jap." Pittsburg: American Can did not make a very good statement recently. It would be better to even up on your preferred, if it declines sharply, and then sell on the first rise. (2) I agree with you that if the United States Steel Trust keeps on paying commissions by the million to Morgan & Co. it will finally revert to the original bondholder, Mr. Carnegie.  
 "S." Milwaukee: (1) Conditions are approaching those of 1884 in a measure. Bad crops and depressed business conditions, strikes and political uncertainties, with gold exports in the fall, would hasten the climax. (2) The recent developments of a case in court indicated the contrary. (3) To be entitled to a place on my preferred list and preferred mail, you must be a subscriber, at the home office, at full rates.

"W. R." Brooklyn: (1) United States Leather common is an inviting, cheap industrial speculative gamble. It seldom sells much lower, and manipulation is liable to carry it higher. It is not a dividend-payer and represents water. I never

heard that the Vanderbilts had anything to do with it. (2) The only thing that commends Republic Iron and Steel common is its cheapness. It has little intrinsic value outside of its voting quality. On declines, is a purchase for a turn. (3) To be entitled to a place on my preferred list you should be a subscriber, at full rates, at the home office.  
 "T." Wilkes-Barre, Penn.: If the Monon is retired by the issue of a good bond, it would be the safer investment. The plan has not been disclosed at this writing. A strike would be more apt to injure Norfolk and Western than Monon. (2) I believe nearly every stock will be cheaper before the end of the year. But your St. Louis and S. F. first preferred is certainly safe enough to keep. I do not think as much of Colorado and Southern first preferred. If the crops should be short again this year, the slump will be a big one. (3) Know nothing about it. Your name was not given by me.

May 22, 1902.

JASPER.

## Life-insurance Suggestions.

[NOTICE.— This department is intended for the information of readers of LESLIE'S WEEKLY. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be inclosed, as a personal reply is sometimes deemed advisable. Address "Hermite," LESLIE'S WEEKLY, 110 Fifth Avenue, New York.]

SEVERAL correspondents have inquired as to the best age at which they should take out life insurance. Most of them think it wise to defer it until middle life, when one's plans and prospects are more clearly disclosed. Life insurance should be taken as a young man enters upon his business career. It gives him the assurance that he has made provision for those who are dependent upon him and to that extent gives him relief of mind, and enables him to concentrate his attention upon his business. If he is in fairly good circumstances, and can take a twenty-year endowment policy, which will yield him, if he survives that period, a certain amount in cash, he will be still more relieved, and the attendant expense need not add seriously to his burdens. Many a young man, who spends a few dollars a week for cigars and needless luxuries and amusements, with this expenditure could pay for a twenty-year endowment that would give him, when perhaps he might need it most, several thousand dollars in cash, and which would meanwhile, also, in case of his death, provide handsomely for his dependents. My advice is to insure early, and, as often as your means will enable you, to take an additional policy.

"C. A. A." Cleveland: The Aetna is not one of  
 Continued on opposite page.

## TO THE STOCKHOLDERS OF THE

## General Carriage Company

(OF NEW JERSEY):

The undersigned present the following plan:

MANHATTAN TRANSIT COMPANY, organized under the laws of the State of New York, with an authorized capital of ten million dollars (\$10,000,000), all common stock, divided into shares of twenty dollars (\$20) each, and with general powers for manufacturing, acquiring, maintaining, using, operating and otherwise dealing in vehicles of all kinds for transportation of passengers or freight, to issue eight hundred thousand dollars (\$800,000) Fifty-Year Four Per Cent. Gold Mortgage Bonds and its capital stock, and thereby acquire the following properties:

1. Four hundred thousand dollars (\$400,000) in cash.
2. The land on the northwest corner of Forty-seventh Street and Second Avenue, in the City of New York, extending one hundred (100) feet on Second Avenue, two hundred and twenty-seven (227) feet on Forty-seventh Street, and three hundred (300) feet on the centre line of the block, together with all the buildings thereon, portions of said buildings being subject to short leases.

This property being subject to mortgages for \$275,000, not due, on which interest runs at 4 per cent., either said mortgages will be discharged or \$300,000 of the bonds aforesaid will be reserved to provide for the payment thereof.

3. All the fixtures, equipment, machinery, tools, materials and supplies in said buildings, the Diesel engines being held by lease, except the property of said tenants.

4. All the capital stock of the General Carriage Company of New York, covering the special charter franchises of that Company.

5. At least one hundred and fifty (150) automobile vehicles, mostly electric, including omnibuses, landaus, broughams, hansoms, delivery wagons, etc.

6. All storage batteries and equipment therefor in said buildings.

7. The exclusive rights for the State of New York for the use of the auto-trucks manufactured by the International Power Company.

8. All the stock of the General Carriage Company of New Jersey that shall be exchanged pursuant hereto.

9. Four million dollars (\$4,000,000) of the capital stock issued to be set apart to be used for the benefit of the Company.

STOCKHOLDERS OF THE GENERAL CARRIAGE COMPANY OF NEW JERSEY are offered the privilege of depositing their stock for exchange for stock of said MANHATTAN TRANSIT COMPANY, as follows:

Such stockholders are to pay, in cash, two dollars (\$2) per share of stock deposited, and are to receive for each share of such stock and such payment one share of stock of the Manhattan Transit Company.

Stockholders desiring to avail themselves of this privilege will on or before May 25, 1902, deposit their certificates of stock, duly assigned for transfer in blank, with the ATLANTIC TRUST COMPANY, No. 49 Wall Street, New York City, pay to said Trust Company said sum of two dollars (\$2) per share of stock deposited, and deliver to said Trust Company, duly executed, the "Stock Deposit Agreement" enclosed herewith, receiving said Trust Company's appropriate negotiable receipts. Said agreement provides that money and stock is to be returned, if the plan is not carried out by July 1, 1902.

Dated New York, May 15, 1902.

C. S. DRUMMOND,  
 WILLIAM J. ARKELL.

## The Yuma Consolidated Mines and Mill Co.

Investors in the shares of the Yuma are certain to reap a big harvest of profits. The "Yuma" has run into a vein of ore running \$100 Gold to the ton, and the engineers report the supply well-nigh inexhaustible. The Company is officered by men of long experience in gold mining and are men of reputations for honesty. The Company is not over-capitalized and pays no salaries to its officers.

I have but a small block of stock left to dispose of at 35 cents a share. I am confident the stock will be worth many dollars a share within a year. Inquiries cheerfully answered.

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## Exceptional Opportunity

## GLOBE BOSTON COPPER MINING COMPANY

Owens and controls twenty mines in the heart of the Globe Arizona Copper zone adjoining the "Old Dominion" and "United Globe" mines, which have produced more than \$15,000,000 in gold, silver and copper to date.

The Company's properties contain nine large veins from which \$55,000 has been taken from surface work. These veins are now being opened at a great depth. On April 28th at the 250-foot level the first of these veins was encountered, in the cross-cut tunnel from the shaft, measuring four feet in width and assaying 18 per cent. copper.

There is now no question as to the extent and value of the copper deposits on these properties, it is simply a question of development. The Company has spent \$60,000 since last summer in work and equipment.

Stock is now being sold at 40 cents per share to carry on this development work. The Company is composed of the most substantial business men of Leavenworth, Kansas, every one of whom has made a success of his personal business. An investigation will prove the exceptional merit of the proposition. Prospectus, photographs and printed matter freely mailed on receipt of request. Company's engineers state that stock will be worth from \$2.00 to \$10.00 per share when work mapped out is completed. Address, GLOBE BOSTON COPPER MINING COMPANY, W. F. KENNEDY, Secy, 253 Broadway, New York.

TO NET FIVE PER CENT.

## Bankers Loan and Investment Company

74 and 76 WALL STREET, NEW YORK

(ESTABLISHED IN 1890)

ASSETS, \$575,000.00 SURPLUS, \$102,300.00  
 GUARANTY FUND, \$400,000.00, FULLY PAID

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Issues certificates for \$100.00 or multiples thereof, drawing five per cent. from date of issue. Principal and interest both guaranteed.

Also certificates without the guarantee now paying better than five per cent., and likely so to continue.

## THE COMPANY DOES NOT SPECULATE

or enter into new and untried ventures, however promising. Is incorporated under the Banking Law and is periodically examined by the State Banking Department.

As in the case of Savings Banks, the State regards this Company as the custodian of savings, and therefore limits and restricts its business to loaning upon real estate security or investing in securities in which New York Savings Banks may lawfully invest. Such is the basic or primary security back of the certificates now offered; but in addition to this primary security, they are further assured by the guarantee fund above referred to.

All guaranteed certificates are registered by the

## CONTINENTAL TRUST COMPANY

30 Broad Street, New York, to whom, if desired, remittances may also be sent for account of Bankers Loan and Investment Company.



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Baker's Cocoa  
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if the dealer delivers you  
an article not made by  
Walter Baker & Co. Ltd.,  
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Celebrated for more  
than 120 years as the  
finest Cocoa and Choc-  
olate in the world.

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Established 1780      Dorchester, Mass.

**Prevention of Accidents**

is not always possible, but you can  
insure against loss of income while  
disabled by taking out

**An Accident Policy**  
in THE TRAVELERS, of Hart-  
ford, the oldest Accident Insurance  
Company in America and the large-  
est in the world. These policies  
provide a weekly income while  
disabled and large amounts for loss  
of legs, arms, hands, feet or eyes.  
If death ensues, a stated sum is  
paid. \$27,000,000 have been dis-  
tributed among 376,000 policy-  
holders or their families for injuries  
or death.

**A Life Policy**  
in THE TRAVELERS Insurance  
Company provides safe insurance  
at a lower guaranteed net cost than  
mutual companies. Mutual com-  
panies charge for insurance and give  
such a share in the profits as the  
company may see fit. THE TRAV-  
ELERS charges for insurance only.  
Therefore, the net cost of a policy  
in THE TRAVELERS is guaran-  
teed and known beforehand, and  
the difference in cost is in your  
pocket first to last.

Agents in every town; or write  
for interesting literature.

**The Travelers  
Insurance Company**  
Hartford, Conn.  
(Founded 1863)

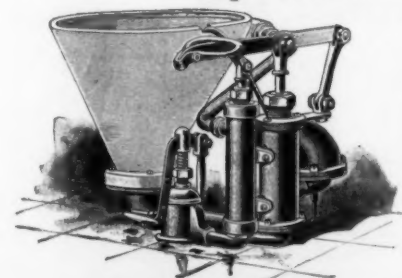
**The Bishop Latest Improved**

**Patent Pump Water Closet**

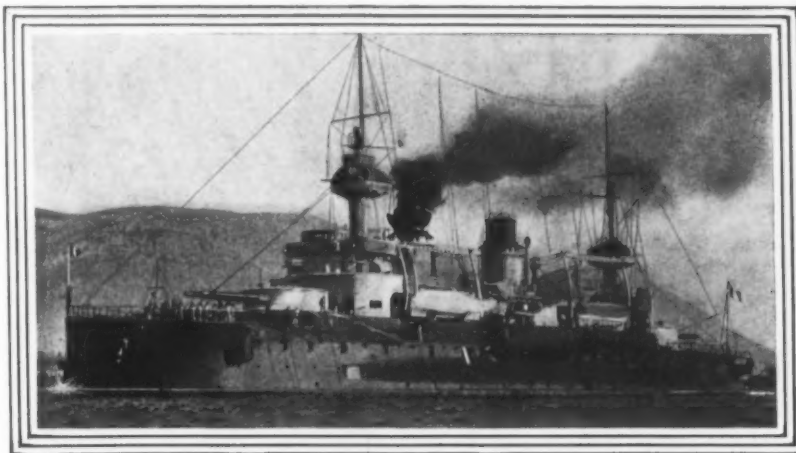
No casing or woodwork required, as  
seat is attached to bowl. It is in-  
tended for open plumbing work.

**Yacht Plumbers**

**Marine Specialties**



**WM. BISHOP'S SONS,**  
205 South St., N. Y. 724 3d Ave., Brooklyn  
TELEPHONE 197 FRANKLIN



THE GAULOIS, THE FAMOUS FRENCH BATTLE-SHIP, WHICH BROUGHT THE ROCHAMBEAU COMMISSION TO AMERICA.

**Life-insurance Suggestions.**

*Continued from preceding page.*

the largest companies, but is old, has had experience,  
and makes a good report of its business.

"G." Rochester, N. Y.: The Travelers' accident  
policy is excellent.

"H." Lynn, Mass.: The company is com-  
paratively new and does not make a very good  
report of its earnings. I think you would be wiser  
to take out a policy in a stronger concern.

"G." La Grange, Tenn.: An application might  
be accepted for a sub-standard policy, which pro-  
vides the payment of a good part of the face of the  
policy in case of death. If you desire particulars, I  
will give them to you in a personal letter.

"H." Soo, Ontario: I would keep the policy  
you have in the Mutual Life Insurance Co., of New  
York. At the end of the 20-year period you will  
have an annuity of nearly ten dollars a week, and  
that is a pleasant thing to look forward to.

"B." Brooklyn: The Phoenix Mutual Life of  
Hartford is one of the oldest companies and last  
year reported total receipts of \$3,368,000 and  
total expenses of management of \$617,000. Its  
excess of income was over a million dollars. This  
is a good showing for a company not of the first  
magnitude.

"F." Gloucester, Mass.: I do not think the com-  
pany you mention is the best or the strongest. In tak-  
ing life insurance, security ought to be the first con-  
sideration. (2) Other companies offer similar poli-  
cies, and I think well of the twenty-payment plan,  
and, still better, of the 20-year endowment, consid-  
ering your age.

"Constant Reader," Morristown, N. J.: I cer-  
tainly do not believe in the sort of insurance offered  
you by the Grand Fraternity or by any other of the  
assessment organizations. If you are a good risk, I  
advise you to drop your assessment policy and take  
one in the strongest old-line company you can find.  
You want security, not cheapness.

"Y." Woodstock, Ill.: The company makes a  
report that indicates it is sound, but I do not be-  
lieve in assessment insurance. The only thing you  
can do is to submit, I presume, to the increase, under  
the terms of the policy. If your friend has an ex-  
pectation of long life, it might be the part of wisdom  
for him to withdraw.

"G. H. S." New York: The Connecticut Gen-  
eral Life is not a large company. Its total income  
last year was only about \$800,000 and its excess  
of income over disbursements was \$336,000. It

seems to be doing a very fair amount of business.  
I do not regard the rate you mention as much  
better than that which some of the larger com-  
panies offer.

"Omega," Chicago: (1) The value of the  
policy you will probably best obtain by addressing  
the company direct. If not, I will look it up for  
you. (2) There is little difference in the annuity  
propositions of the companies which deal in them.  
The main thing is security. If you give up your  
money, you want to be certain that it will be con-  
servatively administered. I have no "preferred  
list." You must refer to the financial column,  
with which I have no connection.

*The Hermit.*

**Reduced Rates to Portland.**

VIA PENNSYLVANIA RAILROAD, ACCOUNT  
NATIONAL CONVENTION, TRAVELERS' PRO-  
TECTIVE ASSOCIATION OF AMERICA, AND  
THE SUPREME LODGE, ANCIENT ORDER  
UNITED WORKMEN.

ON account of the National Convention,  
Travelers' Protective Association of Ameri-  
ca, June 3 to 7, and the Supreme Lodge,  
Ancient Order United Workmen, June 10  
to 20, at Portland, Ore., the Pennsylvania  
Railroad Company will sell excursion tick-  
ets to Portland from all stations on its lines,  
from May 26 to June 7, inclusive, at greatly  
reduced rates. These tickets will be good  
for return passage within sixty days from  
date of sale when executed by Joint Agent  
at Portland and payment of fifty cents  
made for this service. Apply to Ticket  
Agents.

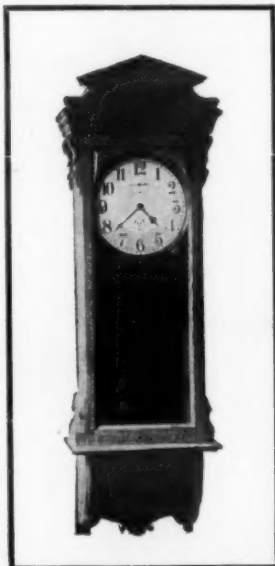
**KEYLESS CLOCKS READY FOR DELIVERY**

A Clock that Winds Itself and Requires no Extra Attention for a year at a time

**These Clocks are sold by our agents only**

When meals are wrong,  
When trains are missed,  
When appointments are lost,  
When school-time is passed,

**Don't say  
The clock  
Was  
Wrong**



**Price, \$25.00**

Office or Library clock No. 98.  
Cherry, Walnut or Oak. Highly polished.  
Height 55 inches; width, 18 1/2 inches

THIS clock is right  
in principle, in make,  
in prices, in quality,  
in elegance, in up-to-  
dateness and dura-  
bility. ■ ■ ■ ■

It is a novel clock,  
a clock to be admired,  
to be spoken about,  
and to be wondered at.

A Complete line of Keyless Clocks will soon be ready to show the pub-  
lic. The first Agencies are being opened in Boston and Providence, where  
clocks can be procured on and after June second. Reliable business men can  
secure territory not contracted for by making application now.

A SMALL Block of Shares in this Company is now offered the public at \$6.00 per share, par  
value, \$10.00. Price will be advanced to \$7.50 on or before June third.  
Prospectus and other literature upon application to Edw. A. Stegel, Sec'y.

Address all communications to

**The United States Electric Clock Co.**  
Executive Offices and Factory No. 1 at 407 Broome St. NEW YORK



**Chartreuse**  
—GREEN AND YELLOW—

IS THE ONLY CORDIAL MADE  
BY THE CARTHUSIAN MONKS OF  
FRANCE. IT HAS COME FROM  
THE RUGGED MOUNTAINS NEAR  
GRENOBLE, DAUPHINY, FOR  
THREE CENTURIES; UNEQUALED  
IN EXCELLENCE, UNSURPASSED  
IN QUALITY. IT IS THE AFTER-  
DINNER LIQUEUR OF REFINED  
TASTE.

At first-class Wine Merchants, Grocers, Hotels, Cafés,  
Bäcker & Co., 45 Broadway, New York, N. Y.  
Sole Agents for United States.

**Pears'**

soap does nothing but  
cleanse, it has no medical  
properties; for the color of  
health and health itself  
use Pears'. Give it time.

Sold all over the world.

For a limited time we will teach

**THE FULL HOME-  
STUDY COURSE IN OSTEOPATHY**

which has been a department of the  
Illinois College of Osteopathy

**AT GREATLY REDUCED RATES**

The correspondence department of that successful  
college (the best in America) has been purchased by us  
and will be conducted on the same basis as heretofore.  
This is a splendid opportunity to learn this money-  
making profession. Osteopathy yields a good income  
as soon as course is completed.

Write to-day for full particulars to

**INTERSTATE SCHOOL OF OSTEOPATHY**  
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**FOR HEALTH, PLEASURE,  
AND BUSINESS, RIDE**

*Columbia*  
*Cleveland*  
*Crescent*  
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*Imperial*  
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**BICYCLES.**

**MOTOR, CHAINLESS and CHAIN.**  
FOR SALE BY ALL DEALERS.

**American Cycle Mfg. Co.**  
NEW YORK CHICAGO SAN FRANCISCO





## Beyond Question Hunter Whiskey

is the most perfect whiskey sold. It is made from the choicest of select grain and undergoes thorough aging, thus securing perfection of flavor and bouquet. With the most fastidious buyers it is

THE FIRST SOUGHT  
AND  
THE FIRST BOUGHT

Sold at all first-class cafes and by jobbers.  
WM. LANAHAN & SON, Baltimore, Md.

## CIGARS TO THE CONSUMER At Factory Prices

This means a saving to you of at least **one-half**, besides the added satisfaction of having delivered at your home, office or hotel, ALL CHARGES PAID, exactly your favorite cigar, right every time, the same every time, and

**YOUR MONEY BACK** if any cigar "doesn't taste just right." No experiment with us. As manufacturers of the better grades of hand-made cigars, we have satisfied the consumer for years, when jobber, retailer, salesman, and others stood between. We are pleasing him even better now, dealing direct, besides actually saving him **ONE-HALF HIS SMOKING EXPENSE**. Send for Booklet, which explains everything; or send 75c. for trial box of 12 cigars, such as formerly retailed at ten cents and two for a quarter. Mailed postpaid. References: any Binghamton bank, or our customers.  
John B. Rogers & Co., 315 Water St., Binghamton, N. Y.

## BEST FOR THE BOWELS

If you haven't a regular, healthy movement of the bowels every day, you're sick, or will be. Keep your bowels open, and be well. Force, in the shape of violent physic or pill poison, is dangerous. The smoothest, easiest, most perfect way of keeping the bowels clear and clean is to take



Pleasant, Palatable, Potent, Taste Good, Do Good, Never Sicken, Weaken, or Grip, 10c, 25c, 50c. Write for free sample, and booklet on health. Address: Sterling Remedy Company, Chicago, Montreal, New York. 322a

**KEEP YOUR BLOOD CLEAN**

One of the differences between genius and talent is that the latter frequently enables a man to get rich.—Chicago Record-Herald.



**Primary, Secondary or Tertiary Blood Poison**  
Permanently Cured. You can be treated at home under same guaranty. If you have taken mercury, iodide potash, and still have aches and pains, Mucus Patches in Mouth, Sore Throat, Pimples, Copper Colored Spots, Ulcers on any part of the body, Hair or Eyebrows falling out, write **COOK REMEDY CO.**  
374 Masonic Temple, Chicago, Ill., for proofs of cures. Capital \$500,000. We solicit the most obstinate cases. We have cured the worst cases in 15 to 35 days. 100-page Book Free

## Our One Great Neglected Industry.

Continued from page 524.

I make it more as an appeal than as an argument that at least those who have not been entirely convinced upon this question shall give the American people the opportunity to make the experiment.

### Senator Chauncey M. Depew's Eloquent Argument.

**MAIL SERVICE OF COMPETING COUNTRIES:** Senators have criticised this bill, but none of them has submitted any plan by which we could have a mail service which would be equal to that of Great Britain, Germany, or France. We are contributing millions of dollars annually to increase still further the mail facilities and enlarge the merchant marines of these competing countries, thus placing further off the distance which the American merchant-marine must traverse before it can be equal to that of the countries named. We are looking forward to that position which we are entitled to as a world power, but as a matter of fact we are crippled because we cannot open the communications which are necessary to accomplish that commercial result without the active assistance of the subsidized ships of our rivals in business. It is a serious fact that while our friends the enemy—referring to the Democratic Senators—are so sensitive about the expenditure of \$2,000,000 a year to perfect our mail service to places where we hope to have commerce, they vote for the carrying of mail on profitable mail lines in the domestic service.

**TRUE CONDITION OF AMERICAN SHIPYARDS:** The arguments of the opponents of the bill as to the prosperity of American shipyards are not well founded. Vessels aggregating 83,000 tons have been constructed in American shipyards for the foreign trade in the last ten years, while in Great Britain in one year—the last year available in statistics—1,500,000 tons of ships were constructed. The differences between these figures are so extraordinary that the opposition Senators ought to paste them up in their committee rooms as a constant reminder of the decline of the American merchant marine. In a paper read by Mr. Lewis Nixon before the recent annual meeting of an association of naval architects, he said that when the United States was in a position to build several hundred merchant ships every year this country would be able to compete with foreign shipyards. Until such a demand was presented the United States would be unable to compete successfully with ship construction in foreign yards. Give us the means by which American ships may be run under the American flag, and then we will build the ships in competition with foreign shipyards. In the last decade \$3,300,000,000 had been invested by American capitalists in manufacturing industries. Vast sums had been invested in railroads and mines. Similar immense sums had not gone into American shipping, because figures could not be produced which would show the investor that he could get his money back, not to mention a fair return on his investment.

**THE EXAMPLE OF GERMANY:** One of the most enlightened and progressive rulers of the Old World is the Emperor of Germany. Within the last ten years he has

Continued on opposite page.

**Dr. Bull's Cough Syrup** cures all throat troubles. Why injure your throat by incessant coughing, when this reliable remedy can be bought for only 25 cents a bottle?

If you are a "bon vivant," drink the best Champagne on the market, *Cook's Imperial Extra Dry*.

**Advice to Mothers:** MRS. WINSLOW'S SOOTHING SYRUP should always be used for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhoea.

The Sohmer Piano is a wonderful instrument, and will undoubtedly take the lead throughout the musical world. Its principal qualities, which have so excited the admiration of musical people, are its strength, richness and fullness of tone, possessing a light action, delightfully flexible to the touch, suitable for either the concert room or parlor. With these combined qualities, its destiny to become the most popular instrument in the world is assured.

**"THE USEFUL ADDER"** is the most practical invention of recent years. It adds, subtracts, etc., up to 9,999,999, and is perfectly accurate. Is more reliable than any \$200 to \$300 machine. It is so simple that a child can operate it. It never gets out of order.  
Agents wanted.  
PRICE ONLY 25 CENTS.  
S. P. LEO, 286 CALVERT STREET, CLEVELAND, O.

*Dubois' File*  
**IMPORTED SOAPS**

If not sold by your dealer we will send prepaid, on receipt of \$1.00, box containing the following Six French Soaps (full-sized cakes). Box of any three, 50c.

BOUQUET OF VIOLETS	Perfumed.
WHITE HELIOTROPE	For the complexion.
BITTER ALMOND	For baby's bath.
GLYCERINE AND HONEY	For hair and scalp.
BABY'S SUPERFINE	
TAR AND VEGETABLE	

Send for pamphlet and list of 40 different Imported Toilet Soaps.

DUBOIS' FILS 20 BROAD ST. N.Y.

**ED. PINAUD'S**  
LATEST MASTERPIECE  
**BRIS EMBAUME VIOLETTE**  
**PERFUME**

THIS perfume so closely resembles the fragrance of the living violet that it is impossible to tell them apart. Smallest size original bottle containing two ounces \$4 each. Sold at first-class establishments. Write for free sample to **Ed. Pinaud's Importation Office** 46 E. 14th St., New York

## Summer Tours for 1902

of the Michigan Central, The Niagara Falls Route," will be more varied and extensive than heretofore, embracing Mackinac Island and Northern Michigan, Niagara Falls, The Adirondacks, Thousand Islands, Rapids of the St. Lawrence River, White Mountains, New England Coast, and many other health and pleasure resorts of the North and East. Send two cents postage for SUMMER TOURS. O. W. Ruggles, General Passenger and Ticket Agent, Chicago.



## THE EXPERIENCES OF PA



A Series of delightful Sketches just issued by the Lackawanna Railroad. These sketches are contained in a handsomely illustrated book called "Mountain and Lake Resorts," which describes some of the most attractive summer places in the East.

Send 5 Cents in postage stamps to T. W. LEE, General Passenger Agent, New York City, and a copy will be mailed you.

## Beautiful Poster Pictures BY STANLAWS



Size 10 1/2 in. x 25 1/2 in.

**R**EPRODUCED in colors from the original water-color drawings and printed upon high grade plate paper. The series is made up of three pictures—two of the subjects in panel form are shown herein. These new Stanlaws' poster effects make most beautiful pictures for home decorative purposes. The Stanlaws' Poster Pictures are for sale by all art dealers and high-class booksellers and stationers. They are sold at 50 cents each, or the complete set of three will be forwarded, charges prepaid, for \$1.25.



Size 10 1/2 in. x 25 1/2 in.

**JUDGE COMPANY**  
110 FIFTH AVENUE NEW YORK

# ROYAL L. LEGRAND

THE LATEST SUCCESS OF THE  
ORIZA-PERFUMERY (Grand Prix Paris 1900)



**LUNDBORG'S**  
**Violet Dew**  
 A drop on the handkerchief—an all day reminder of the sweet spring flower.

### Money Making Made Easy

Write a postal card to-day for full particulars how it is possible to secure work at home that will pay you from \$500 to \$1500 per year. This information will cost you 1c., the cost of the postal card. Address  
**J. W. GRUMIAUX,**  
 Dept. Good Times Guessing Contest,  
 Lock Drawer E, Le Roy, N. Y.

### ALFRED B. SANDS & SON, Yacht and Marine Plumbers



#### AND MANUFACTURERS OF PUMP WATER CLOSETS

For above or below water line.  
 Suitable for Naval Vessels, Yachts,  
 Torpedo Boats and Launches,

#### PUMPS, TANKS, Etc., Etc.

134 Beekman St., - New York.

**SHIPPED ON APPROVAL**  
 and ten days' free trial to any person in U. S. or Canada. Not a cent deposit required on our Bicycles in advance.  
**1902 MODELS, \$9 to \$15**  
 1900 & '01 Models, best makes, \$7 to \$11  
**500 Second-hand Wheels**  
 all makes and models, good as new, \$3 to \$5. Great Factory Clearing Sale at half factory cost. Tires, equipment & sundries, all kinds, half regular prices.  
**EARN A BICYCLE** distributing 1000 catalogues on our new plan.  
**A RIDER AGENT** in each town can make money fast on our wonderful 1902 proposition. Write at once for lowest net prices to agents and our special offer.  
**MEAD CYCLE CO.,** Dept. 140B, CHICAGO, ILL.

#### GLIDE, DON'T TRUDGE.

AT LAST, Perfect Comfort, Safety and Gentle Appearance. The ADONIS is scientific, hygienic; strengthens vitality, prevents and cures injuries, varicose, backache and bearing pain. Every gentleman wants one for dress; then, knowing its comfort and benefits, wears it daily. Sack of specially woven, pure silk or linen. Elastic band and silk elastic straps, adjustable. Weight, 1 oz.



NO RISK—Money returned after one week's trial, if requested. Mailed in plain package for \$1.00, Medium or Large.  
**CARL C. LANTZ,** Dept. 64, 1931 Broadway, New York City.

### MORPHINE,

Opium, Laudanum and kindred habits cured at home by a treatment wholly new in method, action and results. No pain, suffering or prostration. You continue your regular work every day. No dreadful last stage, or substitution, but a thorough lasting cure. Free trial treatment and sealed booklet sent on request. Write to-day to  
**DR. K. F. PURDY,** Room 65, Blaz Bldg., Houston, Texas.

### PILES CURED PERMANENTLY BEFORE PAYMENT

To any one having piles we make this plan, simple offer: We will send you, through your druggist, a permanent cure for piles, to be taken internally. When you are satisfied that you are cured you pay for the medicine, not before. There are no other conditions. Simply send your name and address, and the name and address of your druggist, to the  
**Doctors Drug Co., 82 Star Bldg., Chicago.**  
 Further particulars free on application. Individual treatment by experienced physicians by mail at no extra cost.

### Our One Great Neglected Industry.

Continued from preceding page.

brought Germany to practically a unanimous support of subsidies by which the German merchant marine has rapidly overtaken that of Great Britain. No dissenting voice now is ever heard among the German leaders against the value of these subsidies. Germany is commercially independent, for now wherever the German merchant goes he is followed by the German subsidized mails and merchant vessels. That enlightened policy I hope to see this country adopt. If we had on the ocean an adequate merchant marine, it is difficult to picture the benefit to American labor which would accrue from the employment of our \$500,000,000 of trade balance in our own industries and among our own people.

THE EFFECT OF THE BILL: Within five years, if the expectations of this bill are realized, then for this comparatively small expenditure of \$7,500,000 this reproach that American ships are scarcely seen in foreign ports will be removed. Then, again, the American flag, floating over American steam and sailing vessels, will be seen in every port of the world; then, with the American flag and American skipper, will come the American commercial agent and the American financial exchanges, and we can have the methods for that competition in which we believe we should be more successful than any other nation, but which is as yet only a dream and a hope.

### And the Nation's Heroes Were Not Forgotten.

Continued from page 522.

There was wild enthusiasm when old David Corson came forward and bared his white head before saying:

"I want all of you to stand and sing 'Mine eyes have seen the glory of the coming of the Lord,' an' then I'll try to make a few feeble remarks sootable to the occasion."

David himself "pitched the tune" of the splendid old "Battle Hymn of the Republic" and the people sang it with a will. Then David told them with rough eloquence and pathos of his weeks and months in Andersonville prison. He stirred their hearts and brought tears to their eyes with his realistic recital of all that he had seen and heard and suffered in that prison hole in which the loyalty of so many true men never wavered.

The speech of old Jabez was brief and to the point.

"My friends," he said, simply, "I reckon you have heard enough to make you feel that you'd like to strip your rose-bushes of their bloom and your flower beds of their choicest posies an' lay 'em on the graves of Zoar's soldier boys. So at one o'clock we'll gather here an' march up to the cemetery an' dec'rate the graves of our honored dead, an' I hope that never again will the day be allowed to pass by unnoticed. Now let's all sing 'The Star-spangled Banner' an' sing it with a will. But first off we'll have three rousin' cheers for 'the land o' the free an' the home o' the brave!'"

At one o'clock a procession composed of nearly every man, woman and child in Zoar marched up the hill behind the three old patriots to the stirring music of fife and drum, and with hearts thrilled by the old battle flag waving in the breeze. There were tear-dimmed eyes as they laid their flowers on the long neglected graves. In their hearts was the spirit of one who wrote:

"And the grass shall wave o'er the low, green tents.

And blossoms crown the sod,  
 When the last brave soldier falls asleep  
 In the long, sweet Peace of God."

### J. P. Morgan on Sea Power.

MR. MORGAN has said: "The United States can solve every commercial problem if we give it time. The country can supply all the markets of the world. We need carrying power. The country has not anything like enough carrying power for its products. A commercial coalition against the United States by European countries is not possible; there are too many conflicting interests. We can do without luxuries: they cannot do without necessities."

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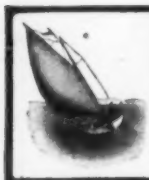
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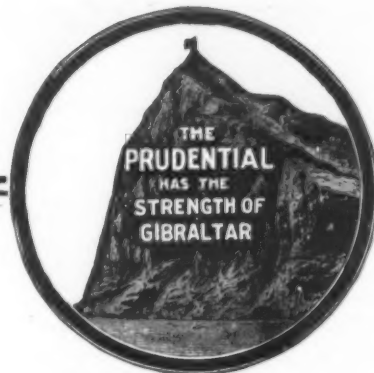
If you read this verse you will find the basis for the little story printed in The Four-Track News for May, which is entitled "THE PROPHET'S CHAMBER."

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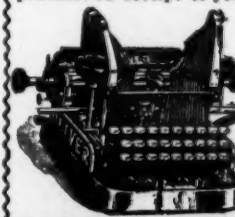
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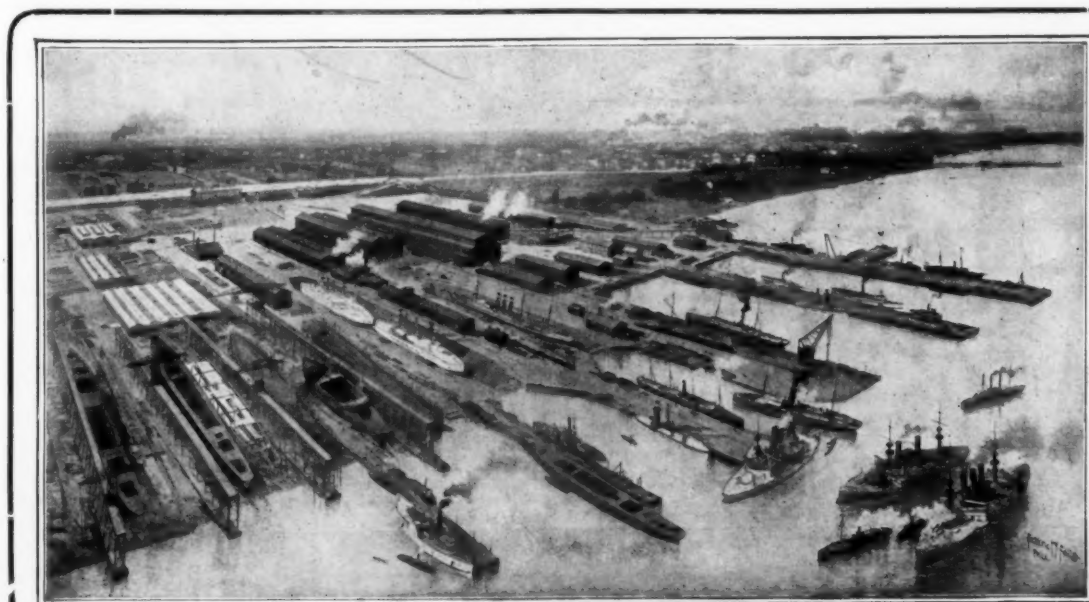
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